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The Daily Press.

HONGKONG, FEBRUARY 5TH, 1914.

Past experience has made the investing public extremely cautious regarding investments in mining enterprises in the Philippine Islands, though an official report on "The Mineral Resources of the Philippine Islands for 1912," which we have just received from the Bureau of Science, gives a more encouraging view of the possibilities in the Islands than the public generally entertain. A table giving the value of the total mineral production of the Philippine Islands for the years 1907 to 1912 shows that the value of the annual output has grown from 234,092 pesos in 1907 to 3,513,745 pesos in 1912. Another table gives an abstract of the Formosan mining statistics for 1910, and Mr. WARREN D. SMITH, Chief of the Division of Mines in the Philippines, invites attention to these figures because Formosa is geologically similar to Luzon, is about one half its size, and the Japanese have been in possession only three years longer than America has been in possession of the Philippines. "This is significant," Mr. SMITH says. He declares in his report that there is a "legitimate mining industry" in the Philippine Islands, which, if properly fostered, will yield in time a large return both to private investors and the Government. It is not a mining country for the poor man, he says, and "any gold rush or any other kind of a mining boom would lead to a great number of bitter disappointments." He says that the successes and failures in the past have clearly demonstrated the superiority of careful

investigation by technically-trained men to the guesswork and "rule of thumb" methods of many so-called "practical miners." Mr. SMITH describes that branch of mining devoted to the winning of gold as having been very active, and as showing promising results. "An increase for the year of nearly a million pesos in gold production in the Archipelago is a remarkable showing in the early stages of the industry. It means much more now than were it simply another million added to a production of several millions already existing. Those who have been the most active, the promoters and operators, have a right to feel proud of their efforts." The statistical tables show that the gold won in 1912 was 27,582 fine ounces, valued at P.1,140,424, as compared with 9,190 ounces valued at P.379,900 in 1911. One Company—the Gumaus Placer Company—by July 1st, 1913, had paid four 10 per cent. and two 5 per cent. dividends, a total of 50 per cent., in ten months on a capital of P. 500,000.

What the other Companies have done in this respect is not shown in the Report, the Gumaus dividends being mentioned only in a footnote. We turn with some interest to the reference in the Report to the Headwaters mine, the one venture in which Hongkong capital is largely interested. So far this enterprise has been disastrous for the investors, who were recently invited to put up more capital. Mr. SMITH describes it as having had "a checkered career, passing from one management to another in rapid succession." The present management, Messrs. SMITH, BELL & CO., of Manila, he wrote, had been making every effort to place this Company on a sound financial basis, "but it must be said in justice to them that they are working under considerable difficulty and that the elaborate equipment of the mill is about a year ahead of that warranted by the state of the mine. They have difficulty in keeping the mill supplied with ore." The "behaviour of the vein" in the tunnel in which the Company was working when the Report was written is described as not very encouraging, but "the most serious and immediate difficulty at the mine is a shortage of timber." The original locators of this property, Mr. WARREN SMITH says, were singularly negligent in not acquiring sufficient timber ground adjacent to their claims, and practically all the timber on their claims has been cut off. The claims on which timber is situated are in the possession of others, and up to the time of writing the Report, no acceptable terms had been arranged. "If some arrangement can be made, the work of the mine will not be interfered with." It is added that at the close of the rainy season, the Headwaters Company has to resort to gasoline as a source of power. "The cost of gasoline in this district is too great to justify its permanent utilization as fuel for any but very rich ore." The district will recover in time, he says, but before then, several things are necessary: (1) more bona-fide mining men and fewer speculators in the district; (2) capital; (3) consolidation; (4) a hydro-electric power plant on either the Agno or the Antamok River. This can hardly be regarded as highly encouraging to the shareholders whose money has already been sunk in the Headwaters enterprise. With regard to other mineral products, progress is shown chiefly in the production of iron, silver and salt. The East Batan coal mine, which had been operating fairly continuously for five years, went into the hands of a receiver and was eventually sold to satisfy its preferred indebtedness. It seems to be peculiarly strange, says Mr. SMITH, that with so much coal occurring in the Archipelago no successful mine has been started. Among the noteworthy features of the year covered by the Report was the completion of a geologic survey of the lower end of the Bonloc Peninsula, Tabayas Province, which is described as "a district which is already well-known on account of its seeps of exceptionally high-grade petroleum. The structure of the region appears to be very favourable for the accumulation of commercial quantities of petroleum, the Chief of the Bureau states, and plans are being projected for the exploration of the field by drilling. Wolframite has been found in Panay, Iloilo, in Leyte, and "what may prove to be large deposits of chromite iron and copper have been located in Antique Province, Panay." Reviewing the Report as a whole, it may be said that the substantial improvement which has taken place in mineral production in the islands during the past five years is sufficiently encouraging to attract attention to new possibilities.

Yesterday being the birthday anniversary of his Lordship, Dom Joao Paulino d'Azevedo and Castro, Bishop of Macao, a congratulatory message was telegraphed to his Lordship by his numerous Portuguese friends in Hongkong.

The Court of Appeal will sit to-day in connection with the actions—C. A. Tomes v. R. G. Shewan, and To Chin Lam v. Ho Sin Lam.

At a meeting of the Board of Directors of the Shanghai Land Investment Co., Ltd., held last week, it was decided to recommend a final dividend of 6 per cent. for the half-year ended December 31st.

During the year just closed, says the *Shipping Gazette*, the number of vessels posted at Lloyd's as missing was twenty-five, with an aggregate net tonnage of 31,425. The missing ships were responsible probably for the loss of about 500 lives.

Singapore papers announce the death of Mr. Alexander Sharp, who passed peacefully away at his residence, Tanjong Pagar, aged 54 years. The deceased was in the service of the Docks for twenty-four years and will be sadly missed by all who knew him.

The police have been notified by Mr. H. A. Hyndman, second bookkeeper at Messrs. David & Company, 33, Canton Road, Kowloon, that whilst he was walking near the Naval Depot two men, apparently Portuguese or Indians, and "a person attired in female clothing" attacked him, and stole from him the sum of \$93.

A meeting of the Licensing Committee was to have taken place at the Council Chamber yesterday, but the *quorum* of five required to transact business not being present, the meeting was adjourned. The Hon. Mr. Claud Severn (Colonial Secretary), the Hon. Mr. A. Thomson, Mr. D. W. Craddock, and Mr. A. Shelton Hooper were present.

SUPPOSED SEQUEL TO SUICIDE.

The decomposed body of an European male, supposed to be that of Mr. J. H. Henderson, second engineer on the *Benbow*, who mysteriously disappeared on the 27th ult., was recovered from the Harbour on Tuesday. It is believed that he cut his throat and then jumped overboard.

CHINESE CHARGED WITH EMBEZZLEMENT.

At the Magistracy yesterday, Li Cheung, manager of the Fuk Shan Ching shop, No. 102, Wanchai, was charged with feloniously embezzling the sum of \$2,737.03 on various dates between February of last year and January of this year, the money being the property of his employers. Mr. P. S. Dixon prosecuted, and defendant was remanded for a week in order to allow of further examination of accounts.

A FATHER'S NEGLECT.

EURASIAN GIRL'S PATHETIC STORY AT THE MAGISTRACY.

A pretty and intelligent-looking nine-year-old girl, appeared at the Magistracy yesterday and told a distressing story to the Court officials. She said that her father was a Chinese, and her mother an American. The man brought them to Hongkong about four months ago, and had now run away and left them destitute. Her mother's clothing was in rags and she was unable to come to the Court. They had nothing to eat, and were starving. Her mother desired to go back to California.

Inspector Gerrard took the girl before Mr. F. A. Hazeland, who lent a sympathetic ear to her pitiful tale, and ordered the fullest enquiries to be made.

A NINE-YEAR-OLD MURDER.

At the Magistracy yesterday Acting-Inspector Terrett charged a man named Chu Lei alias Chu Tsoi, described as a stone breaker, a native of the Weichau district, together with others not in custody, with the murder of Sin Ying, at Wong-nai-wu village, Yau-mat. The man was further charged with shooting and wounding Sin Shu with murderous intent at the same place. The alleged murder took place nine years ago, but the defendant was arrested only a few days ago at Kowloon City.

The case was formally remanded for a week.

JUNK ATTACKED BY ROBBERS.

At about 11.30 p.m. on the 12th ult., whilst a fishing junk, No. 308, was lying at anchor off Kau Sai, near Wong Nei Chau village, two boats manned by six men came alongside. Two men, one armed with a chopper, boarded the junk forcibly, and demanded money. The men were, however, only able to secure \$8. One man has been arrested in connection with the affair.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE JAPAN BLACKMAIL CASE.

SIEMENS MANAGER APPREHENDED.

TOKYO, February 4th.

Mr. Herrmann, the Manager of the Tokyo branch of Siemens-Schuckert, who was before the Procurator in connection with the Richter blackmail case, was detained in custody last night at the conclusion of a long examination.

["THROUGH REUTER'S AGENCY."]

BRITISH POLITICS.

MOMENTOUS SESSION AHEAD.

LONDON, February 4th.

Sir John Simon, speaking at Rotherhithe, said the Liberals would not surrender any of their fellow-citizens. It was the Government's duty to preserve the country in its position among the great nations, but they were determined to see that the burden fell on the shoulders best able to bear it.

Mr. Lloyd George, speaking at Carlisle, while en route to Glasgow, said the coming Session was one which would afford the strongest test that had ever confronted the British democracy.

Mr. John Redmond, the Irish leader, in a letter to his supporters, reminds them of the supreme necessity of every member being at his post from day to day, and hour to hour in order to repel attacks and frustrate surprises sprung upon the Government.

ENGLAND'S NAVAL POLICY.

SIR EDWARD GREY ON EXPENDITURE.

LONDON, February 4th.

Sir Edward Grey, Secretary of State for Foreign Affairs, speaking at Manchester, said that the Naval estimates would adequately safeguard the interests of the country without supporting an aggressive policy. He declared that any slackening in expenditure on armaments by one country would not necessarily produce a diminution in expenditure by another. It might, indeed, have a stimulating effect.

THE HAWAII CONSERVANCY WORKS.

LONDON, February 4th.

The *Times*, referring to the option granted to the American Red Cross Society by the Chinese Ministry of Agriculture, in relation to the Conservancy Works on the Lower Hwaiho, emphasises the significance of the attempt to save large numbers of people from privation and misery in a small corner of China, and says that though the Chinese authorities are not undertaking the work themselves, it is something to know that they are giving the undertaking their active support and guaranteeing the cost.

After recalling the hard things that have been said about the Chinese Administration in the last year or two, *The Times* considers the situation far better than it was a year ago, and that China is once more assuming the semblance of a cohesive whole.

CABINET'S FREQUENT MEETINGS.

LONDON, February 4th.

Another Cabinet meeting was held yesterday. Mr. Ramsay MacDonald, the Leader of the Labour Party, and another Labourite had previously conferred with Mr. Lloyd George when, according to the newspapers, the deportation of labour leaders from South Africa was discussed.

BANK FAILURE IN LONDON.

LONDON, February 4th.

Messrs. Coupon, Berthoud & Company, foreign bankers and merchants, of London, announce suspension of payment. It is stated to be due to the difficulties of an important firm in Brazilian trade, whose liabilities are heavy.

THE PUTILOFF AFFAIR.

PARIS, February 4th.

M. Donmergue has announced that the Putiloff Affair has been settled satisfactorily to French interests. [The "affair" in question was the reported purchase of the Putiloff Armament Works in Russia by Krupp. The report has been authoritatively contradicted.]

["THROUGH REUTER'S AGENCY."]

SOUTH AFRICA AND THE NETHERLAND.

LIBERAL NEWSPAPER SUPPORTS LORD GLADSTONE.

LONDON, February 4th.

The *Westminster Gazette*, in an emphatically-worded leading article on the proceedings in the South African Parliament, firmly upholds the attitude of Lord Gladstone throughout as being the only Constitutional position which was, similar to the King in Great Britain. Any other attitude would reader the Constitutional influence between the Motherland and the Dominions hopeless. The journal emphasises the fact that the questions of British citizenship raised by the deportations are very important, and desires them to be thoroughly argued with all the Dominions, to see if it is possible to arrive at a general principle to apply to all British subjects, including Asiatics. The prospect, however, would be blasted if they started by challenging the rights of self-governing States to provide for public safety.

MEXICO AND AMERICA.

END OF REVOLUTION IN SIGHT.

WASHINGTON, February 4th.

President Wilson has issued a proclamation which removes the embargo placed on the export of arms to Mexico, on the ground that there is now no Constitutional Government in Mexico.

Insurgent General Villa, upon learning the news, said that it once more proved that the United States was Mexico's greatest friend.

The revolution will now soon be ended.

AMERICA AND IMMIGRATION.

JAPANESE TO BE EXCEPTED.

WASHINGTON, February 4th.

A rider has been added to the amendment adopted by the House of Representatives to the Immigration Bill excluding Hindus and the Yellow Races. This provides that unless the existing arrangements otherwise stipulate, all agreements and conventions shall hereafter comprise the exclusion of Hindus, Mongolians, or members of the Yellow Races, Malays and Africans.

The proposed legislation will not affect Japanese immigration.

LATER.
All the Asiatic Exclusion amendments to the Immigration Bill have been defeated in the House of Representatives.

DEVELOPMENT OF CENTRAL AFRICA.

IMPORTANT GERMAN RAILWAY COMPLETED.

LONDON, February 4th.

The German railway from Darassalam to Lake Tanganyika was completed yesterday. It will exercise an important influence on the economic future of Central Africa. Expresses will be able to cover the journey from the sea to the Lake in two days.

ITALIAN CONSUL ARRESTED IN MEXICO.

LONDON, February 4th.

Sig. Paparelli, the Italian Consul at Chihuahua, Mexico, has been arrested by Federal troops. The Italian Government is protesting.

ST. JOHN'S CATHEDRAL CHOIR.

The following paragraphs are taken from *Church Notes*:-

We are sorry to receive the resignations from the Choir of some of its oldest supporters. In Mrs. Dealy and Mr. W. Armstrong, both of whom have been connected with it for nearly twenty years, also of Mrs. Goldsmith and Miss White; they have all rendered invaluable and willing service since they have been members of the Choir. This month we lose Masters T. and A. Martin who are leaving for England; the former has been principal solo boy for some time, and in that capacity has done much useful work.

Mr. Denman Fuller's agreement with the Church Body has been renewed for three years. He goes to England on leave for nine months from the middle of February. During his absence Mr. J. W. White will act as organist. Mr. White hopes to have music from Stainer's *Crucifixion* on Good Friday night in the Cathedral, and would be glad to hear from any ladies or gentlemen who are willing to sing in the chorus.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

LOCAL ADMINISTRATIVE BODIES SUPPRESSED.

PEKING, February 4th.

The Government has suppressed all the local administrative bodies for having acted against law and order and for having often been the originating source of measures taken against the Government.

They have been ordered to turn over all money and documents in their keeping to the Government officials.

The Minister of the Interior has been commissioned to evolve a new system for local administration and to employ able men in the execution thereof.

The dissolution of the Provincial Committees is expected in the near future.

MISSIONARIES AND "WHITE WOLF."

PEKING, February 4th.

The Diplomatic Corps at Peking has requested the Chinese Foreign Office to afford protection to the Missionaries from the "White Wolf" gang in the provinces of Anhui and Honan. The Government has consequently ordered further troops to be dispatched.

BIRTHDAY OF THE CHINESE EMPEROR.

PEKING, February 4th.

On account of the mourning for Lung Yue (consort of the late Emperor Kwangshu), there will be no celebrations on the tenth birthday of the Emperor Hsuan Tung.

EUROPEAN SERVICE.

THE POWERS AND THE NEAR EAST PROBLEM.

BERLIN, February 3rd.

The Great Powers have now agreed that the Note on the Aegean Islands question shall be handed to Athens and Constantinople without intimation or coercive measures.

THE ALBANIAN LOAN.

BERLIN, February 3rd.

The Powers will grant Austria and Italy a larger share in the Albanian Loan. A first payment of 20 millions has been agreed upon.

ESSAD PASHA AND THE PRINCE OF WIED.

BERLIN, February 3rd.

Essad Pasha, who has himself declared for the Prince of Wied, has left for Potsdam at the head of a deputation to welcome the Prince to the throne of Albania.

A MISSING POLAR EXPLORER.

BERLIN, February 3rd.

The Russian Council of Ministers urges the formation of an expedition to search for the Polar explorer Sejedow.

"PARSIFAL" AT COVENT GARDEN.

LONDON, February 3rd.

Wagner's *Parsifal* was given at Covent Garden, with the greatest success. Every seat in the house was occupied. H. M. Queen Alexandra was present.

SPANISH TROOPS ATTACKED IN MOROCCO.

LONDON, February 3rd.

The Spanish troops in Morocco were attacked near Tetuan by rebellious tribes, and suffered considerable losses.

A "SEE-YOU-HOME COMPANY."

Commercial enterprises goes far and displays boundless ingenuity in these days of grim competition. But we doubt, says the *Pall Mall Gazette*, whether it has ever found a more unexpected outlet for its energies than that of the "See You Home Company" which has been started in Belgium. Agents of the company visit the hotels and restaurants at an advanced hour of the evening, and convey safely to their homes those in whom the desire to go home is greater than the ability to accomplish the journey. The charges vary. "Summary conveyance" costs but eightpence; conveyance in a wheelbarrow covered with a sack, eightpence; but conveyance in a cart drawn by dogs, two shillings. Might we suggest, for the benefit of the superstitious, that a triumphal car of Bacchus, drawn by a pair of tigers, might be provided at the charge of a guinea or so, and the occupant escorted home to shouts of "Io, Bacchus!"

CORRESPONDENCE.

THE HELENA MAY INSTITUTE FOR WOMEN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—In reference to the very magnificent donations to the Helena May Fund, may I, an Englishwoman, make a suggestion as regards the name under which it is to be known?

Then "The Helena May" as a beginning of the title nothing could be happier, but *Institute*? Does not that word, as used out here in the East, at once bring to one's mind's eye visions of beachcombers and hard-ups? Those of us who have had experience of the G.F.S. and Y.W.C.A. Hostels and Residential Clubs on the Continent know that, far from being simply refuges for the out-at-elbows crowd, they are bright, useful and comfortable homes where women of education can have the advantages of meeting their kind, staying a day or two in passing through a town, or even may have a room or rooms for a longer or shorter term. In some cases there is no limit to this term; in others, where congestion is probable, three months is the longest time allowed in residence.

Besides residential benefits, of which economy is not the least, there are always educational facilities; books may be had and usually classes attended at a more or less nominal fee. Socially, too, it is specially good for those of us who are alone in a strange land to know that there is a welcome at any time, that tea is a standing institution, and that dinner or tiffin can always be served to members if a few hours' notice be given; in an emergency even without any notice at all. Of course to secure all these and a thousand other advantages—use of the reading and writing rooms, piano, books, periodicals, etc.—and to ensure the use and not abuse of these privileges, a competent lady superintendent or matron is an absolute necessity. That is a matter that may well be relegated to the future for consideration, but the name which will be most widely understood as representing these advantages must be decided on at once. Personally I have no quarrel with *Institute*, knowing as I do what lies behind the name; still, as we are a cosmopolitan community, and as the intention of the generous donors is certainly "the greatest good to the greatest number," would it not be well, before deciding on a name, to consider whether *Institute* would cover that ground? Would not "The Helena May Residential Club for Women," or "The Helena May Ladies' Residential Club," be more descriptive of the aim of the institution? As a substitute I would suggest "with which is incorporated the International Branches of the Y.W.C.A. and G.F.S."

The former have already done good work in their own behalf in the Colony. There are many members of the latter who would be only too glad to help in any possible way to establish a branch of the G.F.S., as an integral part of the H.M.L.R.C.

Lastly, there would certainly be a great demand for admission to such a Club by ladies who, whilst travelling alone, are always glad to find some friendly hand held out in welcome on arrival at a strange port, and for the possibility of securing suitable accommodation at a moderate cost.

As regards site, I have often thought that "Pedder's Hill" would be a splendid position for a large block of self-contained residential flats of, say, one, two and three rooms. If so, why not as a "Women's (or Ladies') Residential Club"? Of course I do not know if there is any possibility of that site being procurable, but it is central, stands fairly high, and would be economical both as regards chair and ricksha fares and time, which means much to some of us who needs must work to live.

AN ENGLISHWOMAN.

GENERAL NEWS.

The late Harry Fragon is reported to have left an estate valued at \$20,000.

The first woman to loop the loop in the air is Miss Trebawke Davies, who was a passenger with Mr. Gustav Hamel at Hendon Aerodrome.

A proposal for a tunnel under the Mersey, from Liverpool to the Cheshire side, costing £3,000,000, has aroused much interest in that city.

Captain Lawrence E. G. Oates, who died in such tragic circumstances on March 17th, 1912, in the South Polar regions, left estate valued at £28,828.

It is announced that the maximum draught of water authorized in the Suez Canal has been increased by 1 ft. to 29 ft. The last increase in depth was on January 1st, 1908.

HONGKONG CRICKET CLUB.

The following will represent the H.K.C.C. in the League against Kowloon C.C. at Kowloon on Saturday, 7th February, play to commence at 2 p.m.:—
R. Hancock (Captain), A. A. Claxton, P. H. Hancock, M. Maas, D. E. Donnelly, H. Cobb, M. M. Maas, D. E. Donnelly, A. C. E. Elborough, R. Kennedy, S. S. Moore, T. E. Pearce, R. P. Thurstield, and R. D. L. Wedehouse.

THE IDEAL CARGO SHIP.

H.M.L.R.C. COMPANY'S ADDITION TO EASTERN SERVICE.

Modern cargo ships are only up-to-date if they can deal with hundreds of tons of cargo within a day or so; the working of the derricks by day and night enables huge stacks to be removed as if by magic, and the ship has come and gone within a period which, but a few years ago, would have been amazing.

The latest addition to the Royal Mail Steam Packet Company's Pacific trade, the *s.s. Cardiganshire*, which is now alongside Kowloon Wharf, is one of those huge vessels, possessing a forest of derricks, which are capable of conveying the whole food supply for some months of a remote provincial town of goodly proportions. And it would all be "handled" in a day—a whole day—the nocturnal portions of which would call into being powerful are lamps, enabling the cooies and the "tentacles" of the ship to continue their labours without a break, and wastage of valuable time.

The *s.s. Cardiganshire* is the first of five such ships which are being built to replace the old "Shire" ships which have been running under assumed names since they were taken over by the Royal Mail S. P. Company, and they are all to be ideal time savers, like the *Cardiganshire*.

Built for carrying frozen meats, the feature of the ship, which was launched at Belfast in December, is the insulated holds, which will make for the better preservation of the perishable goods when travelling from London to the Far Eastern and Pacific ports. No records have yet been broken in regard to the handling of cargo, for, as the Chief Officer informed a *Daily Press* representative, "the people at the ports are too conservative; we shall get a chance some day."

When it is realised that the *Cardiganshire's* holds are served by thirty-one derricks, one of which is capable of hoisting 40 tons, and another twenty tons, and that they work unceasingly when in port, the cargo Chief Officer need not despair. The net tonnage of the ship is 5,993, and gross tonnage 9,436. She accommodates 13,000 tons of cargo, dead-weight, which is about 19,000 tons measurement. The average speed is 12 knots, two less than was achieved on trials; length 515 ft., beam 62 ft. Among the fittings are several fumigating engines and refrigerating rooms, and one of the novelties is the installation in the wheel-house of a submarine signal telephone.

The sound of the submerged submarines warning bell is picked up in the water, the officer in the wheel-house is "phoned" up from the deep, and due precautions are taken for avoiding these hidden dangers. Nine hundred third-class passengers can be carried, portable bunks being placed under the bridge and poop decks. There is also accommodation for twelve first-class passengers.

Though uneventful from the point of view of severe weather, the maiden voyage of the *Cardiganshire* will be remembered for the dense fog which prevailed when the huge vessel was crawling through the Suez Canal. Capt. Warner, R.N., who it will be remembered formerly had charge of the *Monmouthshire*, remarked that he had never previously experienced a fog at this pathway into the East. It might also be mentioned here that the ship passed through the Canal with the maximum draft of 29 ft., the coaling at Port Said having been a most anxious operation. The *Cardiganshire* is the ideal cargo boat without being really ugly, and the family of five to which she will belong will undoubtedly have a big say in the trading to and from the East. By the way, the vessel brought a large cargo of English ki—ers and haddocks to Hongkong.

The ship is in charge of Capt. Warner, R.N., the Chief Officer is Mr. A. Cocks, R.N.R.; and the Chief Engineer, Mr. P. Eckford.

DR. A. P. WILDER.

FAREWELL RECEPTION AT SHANGHAI.

The many friends of Dr. Amos P. Wilder, Consul-General for the United States at Shanghai, and previously at Hongkong, who leaves for home in the course of a few days, met in the banquet hall of the Palace Hotel last week for the purpose of bidding him farewell. The reception was under the auspices of the American Women's Club, and the American University Club, and the popularity of Dr. Wilder among all classes of the community was the cause of the gathering. Americans naturally formed the majority, but there were many representatives of other nationalities present, including a good number of Chinese. The lady members of the two Clubs and their friends also attended in large numbers, and for nearly two hours Dr. Wilder was busily occupied in saying his "good-byes" and receiving the hearty wishes of his friends.

JAPANESE RELIEF FUND.

The Japanese Relief Fund Committee acknowledge with thanks the following further contributions:—

Previously announced \$765
Messrs. De Sousa & Co. 100
Mr. Ho Kom Tong 50
Mrs. Basil Taylor 15

Total on the 4th \$930

ALLEGED UTTERING OF FORGED CHEQUE.

Before Mr. Wood at the Magistracy yesterday Lee Min was charged with uttering a forged cheque for the sum of \$8,316. Mr. G. R. Sayer (Assistant Captain-Superintendent of Police) prosecuted, and Mr. A. B. Crow (of Messrs. Hastings & Hastings) defended.

Mr. Sayer told his Worship that the cheque concerned in the charge was one of two taken from the chequebook of Mr. Chan Kai Ming. The first cheque was presented at the Chartered Bank about the 13th December, but it was on the second cheque, presented on the 24th December, that payment was made. It was endorsed with a forged signature. A blank cheque was found in the possession of the defendant shortly before the cheque was presented. A conversation which the defendant had with a man who would be called as a witness was not of an innocent character.

Evidence was then called. Mr. Chan Kai Ming, said he kept his cheque book under lock and key in a safe. The counter-foils of the cheques missing from the chequebook had also been removed.

Mr. Watson, sub-manager of the Chartered Bank, said that the signature on the cheque was a forgery. The method adopted by the defendant showed that he was familiar with the system of the Bank, or was assisted by someone who was aware of the procedure.

The case was adjourned.

MURDER OF A FRENCH PRIEST.

A "WHITE WOLF" OUTRAGE.

The telegraphic report we published a week ago of the murder of a French Priest by the White Wolf brigands is confirmed. The *N.C. Daily News* says:—

The telegram received by the French Bishop at Shanghai stated that Father Rich had been murdered on January 25th at Tachow, near Liunchow in Anhui. Father Rich was not stationed at Tachow, but had taken advantage of the China New Year holidays to visit some of his colleagues there. With him were Fathers Allain and de la Taille, and evidently also Father Gibert.

In the course of their depredations the White Wolf men had found the mission, and Father Rich there and then met his death. At the same time Fathers Allain and de la Taille were made prisoners, but Father Gibert, who is an older man than any of the others, was able to get away. Whether he escaped in the resulting confusion or was allowed by the brigands to get away has not transpired, but he was able to reach a place of safety, whence by way of Anking he could despatch a telegram.

Father Rich, who has been murdered, was fifty-nine years of age, and had been for many years in China. He was a member of the Jesuit Mission.

At present no information is available on which to construct any opinion upon the safety of the captive priests. The ferocity of white Wolf's band is well-known, but whether it was a deliberate design to slay the missionaries or by a mistake that Father Rich was murdered, must be left for time to solve. Mr. Kahn, French Consul-General, has telegraphed to every possible quarter for assistance, but some time may elapse before it can arrive.

NEW SURGERY.

ASTONISHING RESULTS CLAIMED.

The *Central News* says:—The excitement created among doctors by the treatment of cancer by the operation now being performed at Guy's Hospital, which in the near future is bound to revolutionise the whole practice of operative surgery.

The operation so far has been applied to cases of certain forms of tuberculosis, and so successful has it proved that it has now been accepted at Guy's as the correct treatment for this disease.

The principle of the treatment, the *Central News* was informed by an eminent surgeon, is the removal of the cause of the disease. For long it has been recognised that the excessive multiplication of noxious bacteria in the larger intestine and the inability of the body to eliminate them was the predisposing cause of many diseases. The Metchnikoff sour milk treatment, which purported to purify this organ, was based on this view.

A certain school of surgery has taught for a considerable time that if the large intestine could be safely removed the result would be a tendency to healthy longevity in the individual; but they were deterred from the obvious operation by a knowledge of other functions performed by this part of the body. The main function of the large intestine is the absorption of water, and at Guy's Hospital was conceived the idea that a small portion of the intestine were left to carry on all the necessary processes, till the smaller intestine and the stomach were able to adapt themselves to the altered conditions.

Accordingly, a child who appeared to be in the final stages of what was believed to be an incurable form of tuberculosis was operated on as a last resource of treatment. The lower intestine, with the exception of nine inches, was removed, and the portion left was joined to the smaller intestine.

The result was astonishing. In a week's time the internal organs had resumed all their normal functions, and a marked improvement had taken place in the tuberculous condition, and in a few weeks the patient was apparently in perfect health.

SHIPPING NOTES.

Under the title of the Commonwealth Steamship Navigation Co. four firms are amalgamating—William Melburn, Tyed & Co., James P. Corry and Co., and T. B. Roydon.

Lord Inverclyde's steam yacht *Beryl* was recently burnt at her moorings in the Gareloch. The bare shell only remains. Lord Inverclyde's motor launch was wholly destroyed in the conflagration. The total loss is estimated at nearly £40,000.

The Clyde shipbuilding returns for 1913 have now been made up and, as anticipated, the figures create a new world's record. The total amounts to 767,000 tons, which exceeds last year's record total by over 120,000 tons. The vessels launched included the Cunard liner *Aquitania* of 50,000 tons and several battleships, cruisers and destroyers. Russell & Co., of Port Glasgow, launched the largest amount of tonnage, namely, 86,000 tons. John Brown & Co., Clydebank, came next with 83,000 tons. John Brown and the Fairfield Co., Govan, each turned out machinery exceeding 200,000 horse-power.

Sir John H. Biles, in an article on "Large Steamers" in the special number of *Shipbuilding and Shipping Record*, says that if harbours permitting vessels drawing 50 ft. of water could be constructed, ships could be built with more economical transport than the vessels of to-day. If the displacement of the *Lusitania* were given on a form drawing 6 ft. more water, the resistance would be considerably less, and the speed obtained with the same machinery and coal would, in consequence, be more. He doubts whether, under existing conditions, it will be worth while to adopt such a length as 1,000 ft., and looks to the lightening of structural material and its more economical distribution, as well as to the development of the turbine and water-tube boiler, for reducing the first cost and subsequent working expenses.

THE TAI TAM TUK RESERVOIR.

A meeting of the Legislative Council is called for to-day.

The Hon. Mr. H. E. Pollock, K.C., has given notice of the following questions:—

1.—Has the excavation for the foundation of the main dam of the new Tai Tam Tuk Reservoir been commenced yet? If so, when was it begun, and how far has such excavation proceeded?

2.—What is the contract date for the completion of that Reservoir? What is the contract penalty for delay in completion?

3.—Has any half-yearly return of the work done on that Reservoir been furnished to members of Council, as promised by His Excellency the Governor, at the meeting of this Council held on the 24th October, 1912? If not, why not?

4.—With reference to the following statement of the Director of Public Works made at the said meeting of Council:—"I trust that within two years from the present time the work will have reached such a stage as to enable us to derive some benefit from it in the way of an increased supply of water."

Does the Honourable Member desire now to qualify that statement, and, if so, to what extent and for what reason?

5.—Has the village in the prospective bed of the said Reservoir been removed? If so, when? If not, why not? When will it be moved?

6.—With reference to the additional service reservoir and after-beds at West Point, when is it anticipated that the construction of these works, for which \$150,000 has been provided in the estimates for 1914, will be commenced?

WRECK OF THE "KENKON MARU."

Japanese papers describe the wreck of the Japanese steamer *Kenkon Maru* (formerly the *Glenesk*), which took place on the 8th ult. The vessel, from Osaka, left Semarang on the 8th for Labuan (British North Borneo). On the 9th, to the north of Japan, she struck a reef near one of the Karimunjawa Islands, and became a total wreck. The crew, 45 in all, put off in boats and made for the coast of Java. Two boats containing 32 men, including the captain, reached Joana, the remaining boat containing 14 men afterwards turned up at Sourabaya, Java, event was an unusual one for Joana, which was enjoying its Sunday rest. The man on the look-out reported that two boats filled with men could be made out on the horizon coming in their direction. A motor boat was immediately sent out to render assistance. The boats were filled with Japanese. The captain related that his vessel was driven on the rocks by heavy seas. The pumps were inadequate to cope with the rush of water and as it was not possible to remain on the ship they decided to leave her. The whole crew, consisting of 46 men, were then told off into three day-boats and each-boat went its own way. Helped by a strong current from the east two of them were fortunate enough to reach Joana, whilst the third arrived in Sourabaya. The crew were able to take all their belongings with them. It was no small matter in Joana to find immediate accommodation for 32 men, but a Chinaman was found who, on being given sufficient guarantee for payment, placed two vacant houses at their disposal. They left next day for Semarang.

THE FORTHCOMING RACE MEETING.

TRAINING NOTES.

WEDNESDAY, February 4th.

The morning was dull and the wind did not add to the comfort of these who attended at the rails. Not much hard work was given to the ponies. Mr. John Peel sent out practically his whole string under the guidance of Mr. Heard, who galloped his mounts for three-quarters of a mile only. Annan again gave the best exhibition among the representatives of Jardine's stable. Another pony, whose form is steadily improving, is Mr. Gilpin's auction griffin, Sir Galahad, who is also entered for the Derby. His owner took command of him this morning. The pony went for a mile and covered the distance in 2.15.5, last quarter 31.2.5. This is quite a good performance, and if Sir Galahad goes on gaining in speed at the rate of the past fortnight, his chances are not to be despised in the events for which he is qualified. The two Chiefs—Fijian and Maharratta—are doing well; the latter is spoken of as a likely candidate for the Challenge Cup. Mr. Soares showed good judgment in sending his Derby crack for a slow 1½ miles. The finish of the long strider quite pleased his owner. 29.3.5 last quarter, after a slow gallop, should rank Banjolini in the forefront of the Derby competitors. Crown Aster did better than Jewel Aster to-day, and this goes to support the belief that Sir Paul will endeavour to win his laurels with the Crown.

After yesterday's training, the owners did not send out a large field of subscription griffins; they may be expected to be exercised in large numbers at the week-end.

To-day's times are given below:—

OLD PONIES.
Sweet William, time missed.
Royal Rose, 1½ m., last 1¼ m. in 3.00; last quarter 31.
President (Heard), ¾ m., 38.3.5, 1.16.1.5, 1.48; last quarter 31.4.5.

Conqueror Aster, 1¼ m., 36.2.5, 1.14.1.5, 2.29.2.5; last quarter 30.
Violini, 1¼ m., last 1¼ m., 39.1.21, 2.01, 2.36.3.5, 3.08.1.5; last quarter 31.3.5.

Dubbar Chief, 1 m., last ¾ m., 33.1.05.1.5, 1.38.2.5; last quarter 33.1.5.
The Fickle Bird (Heard), ¾ m., 35.1.08, 1.38; last quarter 30.

Victorioso (late Donald Dhu), ¾ m., 34.2.5, 1.07.3.5, 1.40; last quarter 32.2.5.
Maharratta Chief, 1 m., last ¾ m., 35.4.5, 1.10.1.42; last quarter 32.

Triumph Aster, ¾ m., 37.1.13, 1.44; last quarter 31.

Fijian Chief, 1¼ m., last 1 m., 33.1.08, 1.42, 2.13; last quarter 31.

DERBY GRIFINS.
Roman Chief, 1 m., 35.1.09.1.5, 1.44, 2.10; last quarter 32.
Pollinini, 1¼ m., 36, 1.11.4.5, 1.49.4.5, 2.24.2.5, 2.56.2.5; last quarter 32.

Annan (Heard) and Dumfries, ¾ m., 37.1.10.1.40; last quarter 30.
Borneo and Nigerian Chief, 1 m., 34.1.07, 1.41.2.5, 2.14.1.5; last quarter 32.4.5.

Borneo Chief was beaten.
Sir Galahad (Knoll), 1 m., 36, 1.10, 1.44.1.5, 2.15.3.5; last quarter 31.2.5.

Eritania Dahlia, 1¼ m., last 1¼ m., 34.1.00, 1.45, 2.21, 2.53; last quarter 32.
Time for the full distance 3.32.

Lockerbie (Heard) and Megat, ¾ m., 35.1.03.3.5, 1.39.3.5; last quarter 31.
Mr. Heard's mount was beaten.

Saxon Chief, 1¼ m., 40, 1.20.4.5, 2.01, 2.37.4.5, 3.07.4.5; last quarter 30.
Banjolini, 1¼ m., last ¾ m., 38, 1.14, 1.43.1.5; last quarter 29.1.5.

Crown Aster, 1¼ m., 37.1.5, 1.13.1.5, 1.49.2.5, 2.25.2.5, 3.01.3.32; last quarter 31.

Jewel Aster, 1¼ m., 36, 1.14, 1.51.3.5, 2.29, 3.06, 3.37.2.5; last quarter 31.2.5.

AUCTION GRIFINS.
Albanian Chief and the sub. Mexican Chief, 1 m., last ¾ m., 36.3.5, 1.00. The sub. finished first.

China Aster, 1¼ m., 36.3.5, 1.11.3.5, 1.50, 2.25.3.5, 2.55.3.5; last quarter 30.
Machrihanish (Heard) galloped with the sub. Cromartiz.

Mouse, ¾ m., 34, 1.08, 1.43.1.5; last quarter 34.5. The quartette finished in the following order:—Mearns, Machrihanish, The Mouse and Cromartiz.

SUBSCRIPTION GRIFINS.
Pegasus, 1 m., 39.1.5, 1.13.4.5, 1.48, 2.21.4.5; last quarter 33.4.5.

Candy Kid (Knoll), 1¼ m., last 1¼ m., 40.3.5, 1.11.4.5, 1.50, 2.27.2.5; last quarter 31.2.5.

Ole Hop, 1¼ m., —, 1.52.3.5, —, 3.04.3.5, 3.39.4.5; last quarter 3.5.

Goode Hop, 1¼ m., last 1¼ m., 35, 1.44.3.5, 2.19.3.5; last quarter 35.

Squirrel and Maggie, 1 m., 36, 1.12.2.5, 1.47.2.5, 2.21; last quarter 33.

Winsome Dahlia and Radiance Dahlia, 1¼ m., 27, —, 1.49.4.5, —, 3.09, 3.44; last quarter 35. Winsome was first.

Innovation Dahlia, 1¼ m., last ¾ m., 35.3.5, 1.10.1.5; last quarter 34.3.4.

Monarch Dahlia, 1¼ m., 36, 1.12, 1.50, 2.27, 2.58; last quarter 31.

Killywhan (Heard), ¾ m., 33.2.5, 1.07.3.5, 1.40; last quarter 22.2.5.

Cheriton, 1¼ m., last 1¼ m., 40.3.5, 1.17, 1.53.2.5, 2.28.3.5; last quarter 33. B.

We are glad to hear, says *Church Notes*, issued in connection with St. John's Cathedral, Hongkong, that the Church Missionary Society has received an anonymous donation of £1,000 for St. John's Hostel in connection with the Hongkong University.

INTIMATIONS

SORE UNDER KNEE
CONSTANT ITCHING

Nearly Unbearable. Caused Great Pain. Always Running. Could Get Little Sleep. Half a Tin of Cuticura Ointment Healed Sore.

S. Russell St. Hall, York, Eng.—"I had been troubled with a sore under my knee which caused me great pain through its constant itching. The part affected was the flesh just under my knee about eight inches long. It began by a constant itching nearly unbearable, and was always running. I could get little sleep as it was always worse when my body was warm at night. I tried several remedies which utterly failed. I happened to see an advertisement one day about Cuticura Ointment and I thought I would try it. I used only one half a tin of Cuticura Ointment and that completely healed the sore which I had been troubled with for no less than eighteen months." (Signed) Fred Hudson, July 2, 1912.

Cuticura Soap and Cuticura Ointment are sold everywhere. No other ointments do so much for pimples, blackheads, red, rough skins, itching, scaly scalp, dry, thin and falling hair, chapped hands and chaps on lips, nor do it so economically. A sample of each with 32-p. Skin Book free from nearest agent. F. Newberry & Sons, 27, Charterhouse St., London, E.C.1. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter D. & Co., Corp., Boston, U. S. A. *Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-2]

MAPPIN & WEBB,
LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP
& CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

34

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

JUNORA

THE WINE

OF HEALTH

A TONIC WINE, "PICK-ME-UP,"

LIQUEUR AND COCKTAIL, EMBODIED IN ONE BOTTLE.

[21]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed **DAILY PRESS** only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE HONGKONG AND SOUTH CHINA STEAM FISHERIES COMPANY, LTD.

IN THE MATTER OF THE COMPANIES' ORDINANCE OF HONGKONG No. 54 of 1911.

NOTICE IS HEREBY GIVEN that the Order of the Supreme Court of Hongkong dated the 31st day of January, 1914, confirming the reduction of the Capital of the above-named Company from Dollars 150,000 to Dollars 90,000 and the Minute approved by the Court showing with respect to the Capital of the Company as altered the several particulars required by the above Ordinance were Registered by the Registrar of Companies on the 4th day of February, 1914.

AND FURTHER TAKE NOTICE that the said Minute is in the words and figures following:

"The Capital of the Company henceforth is \$90,000 Hongkong Currency divided into Fifteen Thousand Shares of \$6 each instead of \$150,000 Hongkong Currency divided into Fifteen Thousand Shares of \$10 each. At the time of the Registration of this Minute 14,941 of the said Shares of \$6 each numbered 1 to 14,941 and 15,000 inclusive are issued and are fully paid up except that upon the Shares numbered 1 to below there are the following arrears of calls:—

Number of Shares.	Amount of Call in arrears.
05351/05450 100 Shares at \$3 per share	\$300
07301/07400 100 " "	300
08051/08075 25 " "	75
08181/08190 10 " "	30
08671/08695 25 " "	75
08426/08435 10 " "	30
08835/08855 20 " "	60
08901/08915 15 " "	45
09715/09740 25 " "	75
09741/09755 15 " "	45
09756/09765 10 " "	30
09766/09780 15 " "	45
09781/09800 20 " "	60
13165/13215 50 " "	150
13216/13255 40 " "	120
13821/13841 20 " "	60
13942/14000 58 " "	174
14001/14010 10 " "	30
08295/08415 20 " "	60
08416/08445 30 " "	90
13706/13725 20 " "	60
13726/13745 20 " "	60
13746/13755 10 " "	30
13756/13765 10 " "	30
700 Shares.	\$2,310

At the time of the registration of this Minute the residue of the shares, viz., 59 numbered 14041 to 14999 are unissued and nothing is to be deemed paid up thereon.

Dated the 4th day of February, 1914.
JOHNSON, STOKES & MASTER,
Solicitors for the Company.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 5th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 4th February, 1914.
TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.
SS. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 6th inst. at Noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 13th inst. will be subject to rent and landing charges.

All claims and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 14th inst.

All Claims must be filed on or before 20th inst., otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 4th February, 1914.

GOOD BUILDING LAND FOR SALE
IN KOWLOON.

IN PLOTS OF ABOUT 10,000 SQUARE FEET,
MORE OR LESS, TO SUIT BUYERS.

NEAR THE FERRY. PRICE REASONABLE.

FOR FULL PARTICULARS, APPLY TO—
TOBIAS HUNTER.
ESTATE AGENT,
HOTEL MANSIONS.

Hongkong, 13th January, 1914.

NEW ADVERTISEMENTS

NOTICE.

WE HAVE This Day authorised Mr. HARTWIG NELLNER to Sign the name of our Firm per Procuration.
CARLOWITZ & Co.
Hongkong, 4th February, 1914.

TO LET.

FURNISHED FLAT, Nathan Road, Kowloon, to be let for Six Months from 1st April.
Apply—
"LINKS,"
Care of "Daily Press" Office.
Hongkong, 5th February, 1914.

ENTERTAINMENTS

THEATRE ROYAL.

FOR THREE NIGHTS ONLY

MONDAY, TUESDAY AND WEDNESDAY,

FEB. 16TH, 17TH AND 18TH,
AT 9.15 P.M.

THE MAUD ALLAN & CHERNIAVSKY CO.

Under the Direction of
W. ANGUS MACLEOD.Far Eastern Tour Booked and Directed by
D. E. D. COHEN.

MAUD ALLAN

AND
LEO, JAN AND MISCHER
CHERNIAVSKYThe Most Powerful Attraction
In the History of the Far East.BOX PLAN now Opened
RESERVED SEATS \$6.00ENTIRE CHANGE OF
PROGRAMME EACH NIGHTHOWARD EDIE,
Manager.

Hongkong, 29th January, 1914.

THEATRE ROYAL.

PHILHARMONIC CONCERT

SATURDAY,
FEB. 7TH.

\$3, \$2, \$1 and 50 Cents.

Hongkong, 24th January, 1914.

SOCIÉTÉ DES PULPES ET PAPIERS DU TONKIN.

SOCIÉTÉ ANONYME AU CAPITAL DE \$300,000.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRA-ORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21, Rue Jules Ferry, Haiphong, on SATURDAY, the 7th February, 1914, at 2.30 o'clock in the afternoon.

Objects of the Meeting:—
Statement of the Situation;
Increase of Capital, by the creation of preferred Shares; or Issues of Mortgage Debentures;
In case of Increase of Capital, alterations in the Articles of Association, Nos. 3, 15, 44 and 47.

By Order of the Board,
P. BRIEFAUD,
Chairman.

Haiphong, the 3rd January, 1914.

FOR SALE.
A LADY'S PRIVATE CHAIR, in good condition. Coolies' uniforms and all appurtenances. Cheap.

Offers to—
"CHAIN,"
Care of "Daily Press" Office.
Hongkong, 23th January, 1914.

TO THE MEDICAL PROFESSION.
MISS MORITA, CERTIFICATED MASSAGE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913.

THE only Authorized Edition of the RACE BOOK is that Published by Messrs. MORIMOTO & Co., WHICH IS COPYRIGHT UNDER THE ACT OF 1911.
T. F. HUGH,
Clerk of the Course.
Hongkong, 2nd February, 1914.

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Clerk of the Course.
Hongkong, 2nd February, 1914.

INTIMATIONS

LANE, CRAWFORD & Co.

STOCK TAKING SALE

FOR ONE WEEK ONLY.

NOW PROCEEDING

LADIES' DEPT.

SMART GOODS FOR THE RACES AT

SALE PRICES.

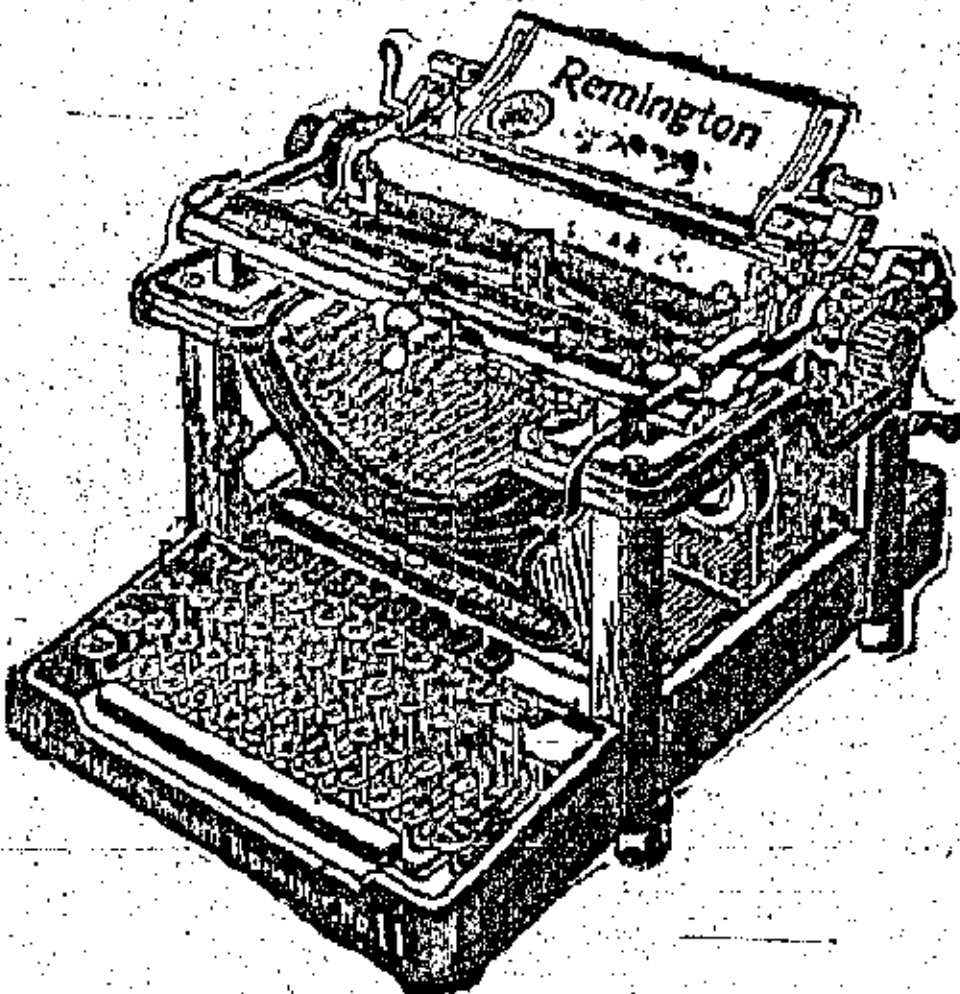
GENTLEMEN'S DEPT.

SPECIAL REDUCTIONS IN

SHIRTS, HATS, TIES AND UNDERWEAR.

"WALK-OVER" BOOTS from \$5.00 per pair.

LANE, CRAWFORD & CO.



THE NAME
REMINGTON
STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business.
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON
TYPEWRITER COMPANY
(Incorporated).

SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa.

IN THE MATTER OF THE COMPANIES' ORDINANCE, 1911,
and
IN THE MATTER OF THE ORIENTAL PRINTING COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that pursuant to Section 181 of the Companies Ordinance, 1911, a MEETING of the CREDITORS of the ORIENTAL PRINTING COMPANY, LIMITED (in Liquidation), will be held at the Office of Mr. E. C. FAIRHULL, Solicitor, No. 35, Queen's Road Central, Hongkong, on FRIDAY, the 8th day of February, 1914, at 3 o'clock p.m., for the purpose provided for in such Section.

Dated the 29th day of January, 1914.
UN HEW FAN,
Liquidator.

226]
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE.
DURING the Absence of Mr. W. E. CLARKE from the Colony Mr. JOHN ARNOLD will act as Secretary to the Company.
By Order,
DAVID LANDALE,
Chairman.
Hongkong, 3rd February, 1914.

NOTICE.
NOTICE IS HEREBY GIVEN that my Business has been converted under the Hongkong Companies Ordinance of 1911 into a Private Company under the style of "T. E. GRIFFITH, LIMITED." Mr. TOM EDWARD GRIFFITH, Mr. HERBERT BENT, Mr. HERBERT STUTON and Mr. WILLY LINTHOOP will be the first Directors.
— T. E. GRIFFITH,
Canton, 2nd February, 1914.

RACE BOOKS.
THE only Authorized Edition of the RACE BOOK is that Published by Messrs. MORIMOTO & Co., WHICH IS COPYRIGHT UNDER THE ACT OF 1911.
T. F. HUGH,
Clerk of the Course.
Hongkong, 2nd February, 1914.

TO THE MEDICAL PROFESSION.
MISS MORITA, CERTIFICATED MASSAGE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913.

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NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913.

G. R.

SANITARY BOARD OFFICE,
Hongkong.

To the
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Buildings within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this Notice means that the Houses should be Lime-washed in respect of all the Walls of each Room, all Cupboards, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The WESTERN Division of the City lies to the West of Tank Lane and Cleverly Street.

Dated this 2nd day of February, 1914.
W. BOWEN-ROWLANDS,
Secretary.

227]
WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-leavers by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster.
HERBERT L. BEER, L.C.P.
1343]

GRACA & CO.
PENNER St. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.
Just Received:
POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 20th December, 1913.

NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS.
with which is incorporated
THE CHINA OVERLAND TRAVEL REPORT.
Subscription, paid in advance.
\$12 per annum. Postage
5s to any part of
the World.

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ENTERTAINMENTS

THEATRE ROYAL.
CITY HALL.

ON SATURDAY, FEBRUARY 21st, AT 9.15 P.M.

AND
ON THURSDAY, FEBRUARY 26th, AT 9.15 P.M.

UNDER the Patronage of His EXCELLENCY THE GOVERNOR and Lady MAY, and His EXCELLENCY MAJOR-GENERAL and Mrs. KELLY.

THE AMATEUR DRAMATIC CLUB
will present

3 EPISODES 3

THE GHOST of JERRY BUNDLER
Pub Episode in One Act
by W. W. JACOBS.

BETWEEN THE SOUP and THE SAVOURY
Kitchen Episode in One Act
by GERTRAUDE JENNINGS.

THE OPEN DOOR
Drawing Room Episode in One Act
by ALFRED SUTRO.

BOOKING at MOUTRIE'S from February 9th, at 9 a.m.
PRICES—\$3, \$2 and \$1. (Soldiers and Sailors in uniform Half-Price to \$1 Seats.
Hongkong, 2nd February, 1914.

PUBLIC COMPANIES

UNION WATERBOAT CO., LIMITED
NOTICE TO SHAREHOLDERS.

THE NINTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & Co., LIMITED, on SATURDAY, the 7th February, 1914, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1913.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th January to 7th February, 1914, both days inclusive.

DODWELL & Co., Ltd.,
General Managers.
Hongkong, 25th January, 1914.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

THE NINTY-FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th February, 1914, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to the 10th February, 1914, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 13th January, 1914.

TO LET

TO LET FURNISHED.

YALTA MOUNT KELLET (55, The Peak), for not more than 10 months from April 15th, 1914, SIX ROOMS, Electric Light throughout, Lawn suitable for Tennis, Croquet and Bowls.

Apply to—
W. D. GRAHAM,
85, The Peak.
Hongkong, 5th February, 1914. [117]

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished, ed. 6 Rooms. Cheap rental, from 1st December, 1913, Newly Painted and Colour-washed.

ONE SMALL GODOWN in Duddo Street.

No. 18, SHELLY STREET.
"KELLET CREST," No. 66, THE PEAK from 1st March, 1914, Partly Furnished.

No. 3, CAMERON VILLAS, No. 59, PEAK To Let, Furnished, for one year, from 1st May 1914.

1, CAMERON VILLAS, No. 60, PEAK To Let, Furnished, for one year, from 1st May 1914.

"ROGATE," Austin Road, Kowloon Unfurnished.

No. 68, PEAK, MOUNT KELLET (Chapel Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.

Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 5th February, 1914. [65]

TO LET.

OFFICES in King's Building.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st February, 1914. [66]

TO LET.

FIRST FLOOR of No. 4, DES VEXUX Occupation from 1st March next.

Apply to—**DAVID SASSOON & Co., Ltd.**
Hongkong, 14th January, 1914. [167]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 49, with Wharf.

WINDSOR LODGE, Kimberley Road, Kowloon, 6 ROOMS and Tennis Court.

A PLAT in Humphreys Buildings.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., Ltd.**
Alexandra Buildings.
Hongkong, 3rd February, 1914. [133]

TO LET OR FOR SALE.

GODOWNS at 88, 98A, 99 and 99A, Praya East.

Apply to—**HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.**
Hotel Metropole.
Hongkong, 4th September, 1913. [59]

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—**M. J. D. STEPHENS,**
Hongkong, 11th December, 1913. [57]

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

FLATS, "WILD DELL," Wan-chai Road "HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—**SANG KEE,**
Care of COMPTON'S DEPARTMENT.
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [69]

TO LET.

From 1st June next.

FURNISHED, IAN MOR, Peak Road, 7 ROOMS, Tennis Court and Swimming Bath.

Apply to—**HENRY HUMPHREYS,**
Alexandra Buildings.
Hongkong, 2nd February, 1914. [209]

FOR NERVOUS EXHAUSTION

LOSS of MEMORY and DEBILITY and to face the NERVES

CHAPOTEAU'S PROSPERO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Hypochondria, Nervousness, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

CHINESE RAILWAY CONCESSIONS.

FRENCH SUCCESS.

PEKING, January 27th.
M. Sollier, on behalf of the Banque Industrielle, and the Minister of Communications signed a preliminary agreement on 21st January subject to the acceptance by the head office in Paris for the construction of a railway from Yunnanfu to Chungking. This forms an exceedingly important strategic line, as it effects a junction at Yunnanfu with the French railway from Haiphong to Chengtu and with the Franco-Belgian railway from Tatungfu in the North of Shanxi, which in turn joins the trunk-line from Lanchowfu in Kansu to Haimen on the coast. Thus this concession has given French, Russian and Belgian interests an immense railway system North, South, East and West over China.

FRENCH AND BRITISH INTERESTS.
PEKING, January 27th.
French engineers and also the Americans, Messrs. Dawley & Hawkes, have already surveyed for the line from Yunnanfu to Suifu. It is stated that the French claim that British interests under the Agreement of 1899 are annulled owing to the relinquishment of French participation in the Pukow-Sinjangchow Railway.

An Anglo-French syndicate obtained a contract in Yunnan in 1902 for working the mines of seven prefectures of Yunnan, but as the people of Yunnan refused to allow the syndicate to work the mines, it was later on bought out by the Government for Rs. 1,500,000, which sum was to be payable in instalments. As the syndicate had experienced great difficulty in collecting all the instalments except the first it opened negotiations with the Government last October for a railway concession from Yunnanfu to Chengtu to be financed by the Anglo-French China Corporation, which is a British Company, half of the shares in which are held in France. But the negotiations failed.

The construction of the French section of the Hukwang railway from Kwei-yang to Chengtu is to be commenced shortly.

HARMONY OF RUSSIAN, FRENCH AND BELGIAN INTERESTS.

Reuter's Peking correspondent, telegraphing on January 26th, quotes from an article in the January *Far Eastern Review* upon the co-operation of France, Russia and Belgium in Chinese railway projects.

The article points out that in 1898 Russia's desire to control a railway from the north connecting with the French railway from Indo-China was frustrated by the vigilance of the British Government. As a result of an exchange of Notes, Russia was excluded from the Yangtze Valley and Great Britain from the region north of the Great Wall. Belgium then entered the field and was supported by Russia and France in the negotiations for the Peking-Hankow Railway.

When this agreement was signed, ostensibly with a Belgian syndicate, it was found that it stipulated that the Russo-Chinese Bank was to be the agent for the bonds, bank of deposit and the medium for monthly payments. Great Britain obtained four railway concessions as compensation for this breach of faith. Fifteen per cent. of the first issue of Peking-Hankow Railway bonds were subscribed in Brussels and eight-five per cent. in Paris.

The combination having failed to obtain the Canton-Hankow Railway concession, Belgian agents purchased a controlling share of the stock of the American China Development Co., discharging the American engineers and substituted Belgians. In 1898 the Russo-Chinese Bank secured the Chengtingfu-Taiyuanfu concession and shortly afterwards the Belgians secured the Kaifeng-Honanku concession, with the right to extend to Sianfu. The harmony of Russian, French and Belgian interests became clear, and the leadership of a group from these countries was entrusted to a Belgian, M. de Vos, in 1911. Possibly this was owing to the Notes exchanged between Great Britain and Russia in 1899.

A VAST SCHEME.
Subsequently the group which M. de Vos represented was incorporated in the Sextuple Group as the official Russian Group. Meanwhile M. de Vos had secured a concession for the extension of the Honanku-Sianfu Railway eastwards from Kaifeng to Hainan, with a further extension to Lanchowfu. The *Far Eastern Review* states that this railway must necessarily ultimately connect with Russia's Central Asian system. Subsequently Hainan was abandoned as the terminus of the line and the Tangkuang-pu-Tungchow line incorporated, giving the Belgians a terminus on the north bank of the Yangtze within fifty miles of Shanghai. Later M. de Vos secured the Tatungfu-Sianfu-Chengtingfu concession. On January 21st last the construction of the Yunnanfu-Chungking Railway, the last link in the vast scheme, was secured by the Banque Industrielle.

In 1898 Great Britain obtained the Shanghai-Nanking, Tientsin-Pukow and Canton-Kowloon concessions and, with the view of controlling the Yangtze Valley from Shanghai, the idea was conceived of extending the Pukow-Sinjangchow Railway westwards to Chengtu and constructing another line through Hangchow and Nanchang to Chiansha. As a result of the keen struggle for concessions in 1898 the organization of a purely British company became essential, to act as the official instrument for the execution of concessions. The Hongkong and Shanghai Bank and Messrs. Jardine, Matheson & Co., Ltd., proceeded to form the British and Chinese Corporation, and later this corporation and the Peking Syndicate amalgamated their railway rights north of the Yangtze under the style of the Chinese Central Railways, Ltd., the Corporation securing the controlling interest.

MONOPOLY IN YANGTZE VALLEY.
This was their first misstep, as although the Peking Syndicate was registered as a British company, a large percentage of the shares were held in France and Belgium. For the purpose of eliminating competition from French capitalists in securing the concession for a railway from the Hankow-Sinjang district to Chengtu, the Corporation absorbed them by sur-

WM. POWELL, LTD.

TELEPHONE 345.

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BLANKETS

ALL SIZES.

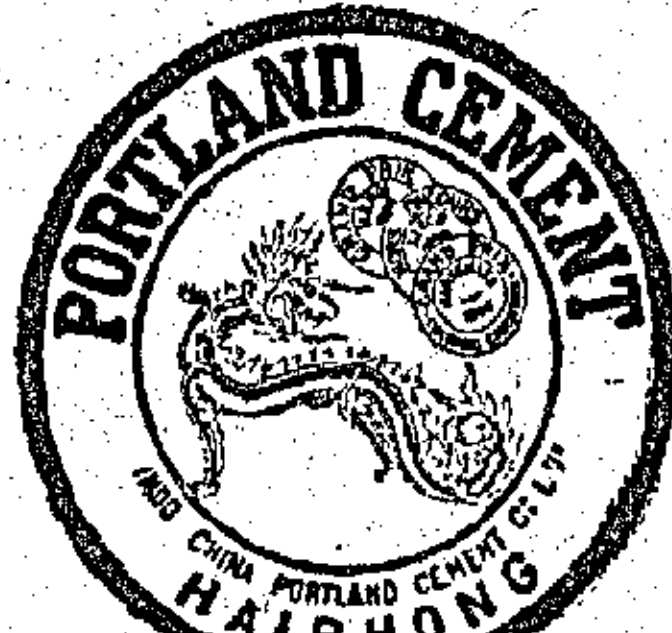
SOFT AND WARM.

ALL WOOL.

REASONABLE PRICES.

[627]

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENTHIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK!

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

[109-1]

rendering a large share of its national rights in the Pukow-Sinjang Railway. An agreement was signed in 1905 by Mr. Carl Meyer, representing the British and Chinese Corporation, Peking Syndicate and Yangtze Valley Company, a representative of the Banque de l'Indo-Chine, Comptoir National and other French financiers and by the Chinese Central Railways with the object of monopolizing the railway construction in the Yangtze Valley. One hundred thousand shares in the new Company were allotted as follows:—France 45,000, Great Britain 45,000, Belgium 10,000.

Article eight of the agreement provides that Europeans shall be engaged on all railways under the control of the Central Chinese Railways, and except in the case of the Tientsin-Pukow Railway, British and French shall be in equal proportions, and also that all orders for materials and rolling stock, etc., shall be equally divided among British and French manufacturers. Article eleven says British and French groups respectively shall agree to oppose any endeavour to defeat any schemes competing with the Company in its main business.

The *Far Eastern Review* continues:—French interest in the Peking Syndicate is reputed to be ninety per cent., and France participates in the Chinese Central Railways in the 1905 agreement. Therefore, it is quite clear that French and Belgians hold at least sixty-five per cent. of the shares of the Central Chinese Railways.

"CAUSPAW OF INTERNATIONAL FINANCE."
In other words, the Chinese Central Railway, Ltd., which poses as an official British institution in connection with the Tientsin-Pukow Railways, is no longer British except in name. This proves irrefragably that the British Government is being utilized as a causpaw of international finance to force through French and Belgian interests in China.

The change of status of the company was kept a profound secret; no copy of the agreement was ever filed with the Chinese Government, who were vitally interested, or published. China was punished for granting the Peking-Hankow Railway concession to the British, yet the British official corporation, after it had been paid the fine wrung from China, divided the spoils with the French and Belgians.

On November 14th, 1912, the final Agreement for the Pukow-Sinjang Railway was duly signed as a purely British undertaking by the Minister of Communications and a representative of the Chinese Central Railways, Limited. The latter apparently forgetting that the appointment of engineers and in the supply of materials. At this psychological moment the French asked China for the right to construct a line from Yunnanfu to Chungking.

MISS MAUD ALLAN.

Writing of Miss Maud Allan's last performance in India, one of our contemporaries there says:—Miss Maud Allan introduced a number of new dances to her performance. The stage seems to be a place to modern and unnatural for Miss Maud Allan's simple dancing. To really appreciate it to the full one should watch her gliding as one would a wonderful nymph in some fairy glen, her only music being the rippling of the river. She is like a simple child who is dancing through pure exuberance of spirit. Her dances are simply interpretations of the emotions of life; she is wholly ungrained and natural. One minute her whole being is radiant with joy, and the next moment she is sad and sinks grace-

fully to the ground. Then she seems imbued with new vigour and flirts round the stage mad with joy again. In "Ase's Death" (Ed. Grieg) she expresses all the deep sorrow of a being that knows she is going to die. In another she seems to be coquetting with some river god. While dancing the "Valse des Fleurs" (Tchaikovsky) she is overpowered by a beauty of life. Her movements are perfect and beyond description, for only a woman with a great and beautiful soul could create and dance as she does.

Miss Maud Allan will occupy the Theatre Royal in Hongkong on Monday, the 16th instant, and the two following nights.

Leo, Jan and Mischel Cherniavsky will accompany Miss Allan on this tour.

TOO OLD FOR WORK AT FORTY-SIX.

MAN WHO WAS DISCHARGED BY THE GOVERNMENT.

"The Government and War Office are the cause of all this. I dread to think what will become of my poor wife and four young children. She is friendless and penniless. I implore you to cause this dreadful news to be broken gently to her. Oh, help my poor wife and children!"

This message, addressed to the Belfast coroner, was found in the pocket of Mr. Thomas P. Wardrop, who committed suicide by jumping from a fourth-storey window into the street, sixty feet below.

It was stated at the inquest that after working for the Government for seventeen years, with a break of two years, as a civilian draughtsman, he was given three months' notice at Hongkong and sent home in March, 1910.

Since then he had been out of employment almost continually. He was described as a man of high character and ability, but his age—was forty-six—was against him.

He committed suicide after looking in vain for work. In a letter to his wife he said:

"I have again been unsuccessful to-day, and am in a desperate state—no money, no work, and no prospect of it. You have been a good wife and a good chum to me, and a good mother to the poor children."

"Love and kisses to your dear self and the kiddies. You cheer up! a verdict of 'Suicide while temporarily insane.'"

MARTIN'S
CAPSULES
FOR GOUT AND RHEUMATISM

A French remedy for all rheumatic affections, it is the only one that acts directly on the uric acid, and is therefore the only one that is really effective. It is a purely vegetable preparation, and is therefore perfectly safe and harmless. It is the only one that is really effective. It is a purely vegetable preparation, and is therefore perfectly safe and harmless.

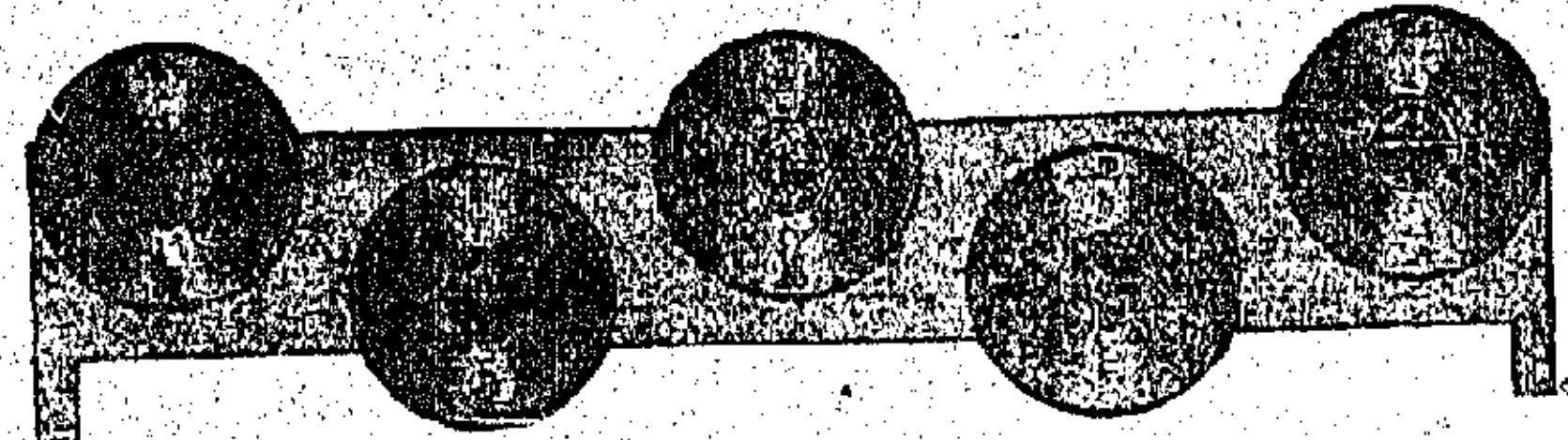
MARTIN'S
CAPSULES
FOR GOUT AND RHEUMATISM

THE NEW FRENCH REMEDY, No. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THERAPION

FOR GOUT AND RHEUMATISM

It is a purely vegetable preparation, and is therefore perfectly safe and harmless. It is the only one that is really effective. It is a purely vegetable preparation, and is therefore perfectly safe and harmless.



NEW VICTOR RECORDS

THE LATEST.

SONGS.

DANCES.

AND

SELECTIONS, etc.

INSPECTION INVITED.

EXCLUSIVE DISTRIBUTERS:

MOUTRIE'S

[51-1]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital... Yen 10,000,000
Capital Subscribed (paid up)... 6,250,000
Reserve Fund... 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Swatow Tainan
Anping Kobe Tamsui
Canton Nagasaki Tokyo
Foochow Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE,

3, Des Vaux Road.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... \$15,000,000
Reserve Funds:
Sterling... \$15,000,000
Silver... \$17,450,000

Reserve Liability of Proprietors \$15,000,000

COUNCIL OF DIRECTORS.

S. H. DONWELL, Esq.—Chairman.
Hon. Mr. D. LINDSAY—Deputy Chairman.

G. FRIEDLAND, Esq.
B. GOOTZ, Esq.
C. S. GUBRAY, Esq.
P. H. HOLYOAK, Esq.
C. LANDGRAF, Esq.

J. A. PIMMER, Esq.
W. L. PATTERSON, Esq.
H. A. SIEBS, Esq.
Hon. Mr. E. SHILLIN.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager. [15]

Hongkong, 9th January, 1914.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 28, Bishopsgate, E.C.

BRANCHES:

Bombay Calcutta
Canton Cebu
Colon
Empire
Hongkong
Kobe
Manila
Mexico
Panama
Peking
San Francisco
Shanghai
Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [190]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager. [16]

Hongkong, 1st July, 1911.

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund... Fl. 6,618,000 (£549,186)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1913. [21]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1883.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund... £1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager. [1494]

Hongkong, 14th April, 1913.

THE YOKOHAMA SPECIE BANK, LIMITED.

Authorised Capital... Yen 48,000,000
Paid-up Capital... 30,000,000
Reserve Fund... 18,500,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:
Antung-Hsin Liao-Yang Ryokun
Canton London San Francisco
Bombay
Changchun Los Angeles Shanghai
Dairen (Dalny) Lyons Tientsin
Fungtien (Mukden) Nagasaki Yokohama
Hankow New York
Harbin Osaka
Honolulu Peking
Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [1464]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital... £1,500,000
Subscribed... 1,125,000
Paid-up... 699,500
Reserve Fund... 415,000

BANKERS:
BANK

OVERWORK AND ITS
CONSEQUENCES.

HOW TO REMOVE AND AVOID THEM.

Tired brains, broken sleep, irritable temper, disordered digestion—who does not know the torture of these and other nervous symptoms when he is overworked or over-tired from any cause?

These symptoms are all due to the phosphorus of the brain and body being used faster than it can be obtained from the food. A cure can, therefore, only be obtained by restoring the phosphorus. This is exactly what Sanatogen does. Dr. O. W. Salcey, the eminent medical author, writes: "A special point about Sanatogen is not only that phosphorus is there, but it is absorbed. It appears to have solved the problem of giving phosphorus in such a way that the digestive system can take hold of it—a problem which has not hitherto been solved by the usual modes of administering this element."

The result is, as Sir Luke White, M.P., one of the most distinguished lawyers in the House of Commons, writes: "My experience of Sanatogen confirms the medical opinion. There is no longer that feeling of fatigue which one previously experienced, but there follows from its use a distinct restorative effect."

Neither country nor climate makes any difference to Sanatogen's action. Sanatogen may be obtained of all Chemists, in bottles of two sizes.

[111-S 622]

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire*, from Sydney, etc., left Manila for this port on the 2nd February, at 11 a.m., and may be expected to arrive here to-day, at daylight.

The E. & A. str. *St. Albans* left Sydney for this port on the 23rd January, via Queensland Ports, Port Darwin, Timor and Manila, and may be expected to arrive here on or about 21st February.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Shanghai on the 2nd February, and is due to arrive here on the 6th February, at 7 a.m.

THE GERMAN MAIL.

The L.G.M. str. *Derfflinger*, carrying the German mails with dates from Berlin of the 7th January, left Singapore on the 31st January, at 6 p.m., and may be expected here on or about 5th February, at 6 a.m.

MERCHANT STEAMERS.

The N.Y.K. str. *Kamakura Maru* (Bombay Line) left Bombay for this port via Singapore on the 18th January, and is expected here on the 5th February.

The str. *Mark* left Singapore on the 30th January, at noon, and may be expected here on or about 5th February, a.m.

The H.A.L. str. *Argonia* left Sabang on the 25th January, a.m., and may be expected here on or about the 7th February.

The H.A.L. str. *Spesia* left Singapore on the 31st January, a.m., and may be expected here on or about the 7th February, a.m.

The Danish str. *Indien* left Sabang on the 30th January, and may be expected here on or about 8th February.

The P. & O. str. *Nile* left Singapore for this port on the 2nd February, at 3 p.m., and is due here on the 6th February, at about noon.

The Nanyo Yusen Kuni str. *Rigien Maru* left Sourabaya on the 30th January, and is due here on or about the 8th February.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Melbourne for this port via ports on the 14th January, and is expected here on the 9th February.

The N.Y.K. str. *Katori Maru* (European Line) left London for this port via ports on the 3rd January, and is expected here on the 11th February.

The Mogul Line str. *Alhott* left U.K. on the 31st December, and is due to arrive here on or about 14th February.

The N.Y.K. str. *Atsuta Maru* (American Line) left Seattle for this port via ports on the 15th January, and is expected here on the 15th February.

The Barber Line str. *Satsuma* left New York on the 14th January, and is due to arrive here on or about 14th March.

The Mogul Line str. *Pothan* left U.K. on the 25th January, and is due to arrive here on or about 5th March.

The str. *Glendora* passed the Strait Canal on the 27th January, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooking, from Singapore, is due in Hongkong 8th February.

Wahing, from Sourabaya, is due in Hongkong 12th January.

Kwangsang, from Shanghai, is due in Hongkong 5th February.

Katana, from Moji, is due in Hongkong 8th February.

SHIRE LINE, LIMITED.

Ridgshire, due from Europe 8th March.

Dea of Aldie, due from Pacific 5th March.

Manawthshire, due from Manila 7th February.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Saxonia* left Manila on the 3rd February, p.m., and may be expected here on or about the 6th February, p.m.

The G.N. str. *Minnesota* left Manila on the 4th February, a.m., and may be expected here to-morrow, at noon.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages.

From 1874 to 1908.

Price \$2 Case.

On Sale at the DAILY PRESS Office and Local Booksellers.

LITTLE STORIES OF THE
DAY.

"Puss, puss!"

A staid and highly-respected city merchant who entered a café recently with a couple of friends gave them a shock by holding up a beckoning finger to the waitress and calling "Puss, puss, puss!" It is a shocking explanation that he had been playing "Puss in the Corner" at a Twelfth Night party given by his children the evening before, and that the cry came out of his tongue, was eventually accepted, but it will be long, says the *Manchester Guardian*, before he hears the last of his little slip.

A distressing case of over-appreciated genius is reported in the *Express* from Umata, South Africa. A young "nut," engaged in a Government department at a monthly salary of twelve pounds ten shillings, found it hard to make both ends meet. He hit upon the following brilliant idea. He raffled his monthly pay. During the three months that this little game had been proceeding, the ingenious youth acted a clear profit of thirty-one pounds by the sale of the five shilling tickets he had issued as shares in his salary raffle.

IF brevity is the soul of wit, Judge Taylor, K.C., has not many rivals among his judicial brethren. Summing up a case which lasted several hours, says the *Everett Post*, he said no more than this: "Gentlemen, you have heard both sides. It is for you to say which you believe." Even this does not represent Judge Taylor's best effort in the way of saving his breath. A few years ago he delivered himself of what is supposed to be the shortest summing-up on record. He turned to the jury, raised his eyebrows inquiringly, and remarked: "Well, gentlemen?" The art of brevity could no further go.

THE acquisition of a brand-new Brazilian Dredger by Turkey recalls (says the *Glasgow News*) the story of the Turkish admiral who had been newly appointed to the command of the Aegean squadron. He installed himself in the admiral's quarters—which opened to the sternwalk—on board the new flagship one evening, and went to bed. Next morning he awoke and ordered full speed ahead. After a little delay the propeller began to revolve, but as it had not moved since the ship was sold to Turkey—at more than cost price by a Power which had no use for it—it made a tremendous racket. "Allah!" cried the admiral, "what in the name of the Prophet is this?" That, Excellency, is the propeller," replied the captain. "Stop it, then." It was pointed out to the admiral that stopping the propeller resulted as a rule in the stopping of the ship likewise. "Then take the thing off," bellowed the naval autocrat, "and put it on the other end."

YOUNG WOMEN'S CHRISTIAN
ASSOCIATION OF THE FAR
EAST.

ITS PURPOSE AND RESULTS.

In view of the public interest in the Young Women's Christian Association created by the generous donations recently announced towards the provision of an Institute for Women in Hongkong, the following article contributed to a Straits paper will interest many readers in Hongkong.

What is the Y.W.C.A. of the Far East? It is an Association which has for more than 25 years been leading girls who have come under its influence to a higher standard of life spiritually, morally, intellectually and physically. As the years have rolled by large numbers of young women have come out from the homeland to engage in commercial and professional pursuits. And the Eastern women are being educated and even now are exerting a marked influence in the social life as well as in some lines of industrial and educational activities. The very presence of Western women in these Eastern lands has made possible a larger life for all Eastern women.

Who are its members?

Professional women such as teachers, doctors, nurses, girls of leisure and business women, young wives and mothers; almost every nationality represented in the vast multitudes that throng the streets of all these Eastern cities has its quota of young women in the membership of the Y.W.C.A.

How does it help them?

By providing meetings and classes for Bible Study, and Camps and Conferences for deepening the spiritual life. By lectures, providing rest and recreation for the lonely girl. Educational classes for the young women whose educational advantages have been limited, and Commercial Classes for the young women who need a business training.

By Hostels and Boarding Homes for the young women who would otherwise be without the influence of home life. By Holiday Homes in the Hills or by the sea to give rest to the tired brain and weary body, as well as a happy holiday for the girl with a small salary.

By Travellers Aid, meeting the trains and boats to look after the young women travelling alone, and caring for the strangers.

By the printed page—good libraries, reading tables, Y.W.C.A. periodicals and daily Bible notes.

By membership in an Association that is world-wide in its organisation and influence, international in its membership and management, and personally helpful to all young women.

What has been accomplished?

India has 157 branches with 9,000 members. Bombay owns an Institute Boarding Home and Holiday Home. Membership about 900.

Calcutta owns its Institute and Boarding Home. Membership about 1,200.

Simla owns its Institute and Holiday Home. Membership about 800.

Colombo owns its Institute and Boarding Home. Membership about 600.

Kandy owns its Institute. Membership about 150.

Japan has 18 branches and 1,500 Members.

Tokyo owns two student Hostels and rents National Headquarters Building and an Institute Building.

Yokohama has a rented Hostel.

China has 33 student branches, 3 city branches, 3 Chinese secretaries, and 14 Foreign secretaries.

Shanghai has two rented buildings. Canton has a rented Institute. Hongkong has a rented Club room. Singapore needs an Institute and Boarding Home. Membership over 300.

The Y.W.C.A. is not a "charity" organisation; but it is an organisation of Christian women whose aim is to give every girl and young woman a chance to reach her best. It is a work to prevent weak and wasted lives; to make them strong enough to stand and to be of help to others. If they have stumbled we try to help them back to a sure footing.

NOTICES TO CONSIGNEES

S.S. "MAGELLAN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Breton" and "Cachet" and from Bordeaux ex.s.s. "Cumbra" and "V. Oette" in connection with the above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. To-day requesting it to be landed.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 4th Feb. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 7th Feb. or they will not be recognized. All damaged packages will be examined on the 4th Feb. at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERE,
Agent,
Hongkong, 28th January, 1914. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHINA,"
Arrived Hongkong on 29th January, 1914,
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, ex.s.s. "Marmora,"
From Persian Gulf, ex.s.s. B. I. S. N.
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, or the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 29th January, 1914. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FROM EUROPE, COLOMBO AND
STRAITS.

THE Steamship

"CARDIGANSHIRE,"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 9th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th inst. at 9.30 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 3rd February, 1914. [49]

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

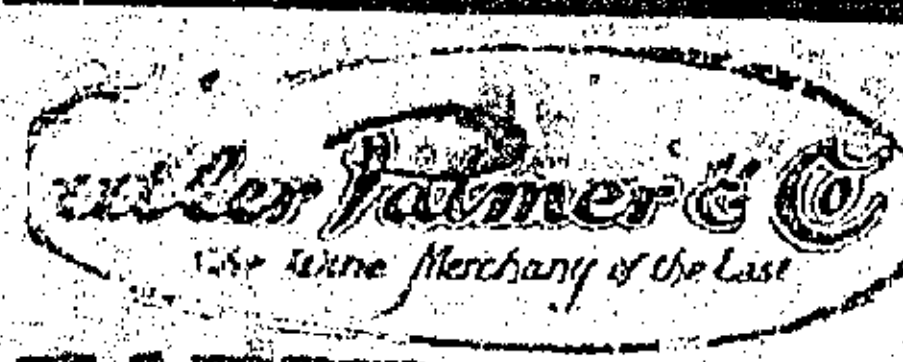
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 A.M.

All Claims must reach us before the 17th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 3rd February, 1914. [73]



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd February, 1914. [244]

FROM PORTLAND (OR) AND PUGET
SOUND PORTS.

THE H.A.L. Steamship

"ANDALUSIA,"

Captain Hoffer, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 7th inst. at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co., Ltd., Godowns.

Cargo remaining undelivered on 14th inst. at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo to be left on board or in the Godown: the examination of same to be held on 14th inst. at 10 A.M.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 20th inst. otherwise they will not be recognized.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 3rd February, 1914. [250]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF
ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.

THE VOLUME, which consists of 461
Pages, and includes a Sketch Map
of historical interest showing the disposi-
tion of the Forces at the battle of Kwailin.

It is described by the Chinese Social
Customs and Superstitions, combined
with the insight it gives into political
conditions in China, makes "CHILDREN
OF FAR CATHAY" an excellent volume for
presentation to friends at Home.

PRICE \$3.50.

To be obtained from Messrs. KELLY &
WALSH, LTD., Messrs. BREWER & Co., or
from the Printers and Publishers, the
"HONGKONG DAILY PRESS" Office.

VISITOR TO CANTON
Should Purchase.

"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

By
CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:—"DAILY PRESS" Office,
Hongkong; Messrs. KELLY & WALSH, Ltd.,
Messrs. BREWER & Co.,
Canton; Messrs. A. S. WATSON & Co.

SHIPPING IN PORT.

STEAMERS.

ANDALUSIA, German str., 5,432, F. Hoffer,
3rd February—Taingtau 29th Janu-
ary, Four—Hamburg-Amerika Line.

ANHEIM, British str., 1,355, J. B. Harris,
2nd February—Shanghai 30th Janu-
ary, General.—Butterfield & Swire.

ALDERHAM, British str., 2,276, G. L. Smith,
1st February—Kobe 26th January,
General.—Gibb, Livingston & Co.

CARDIGANSHIRE, British str., 2,532, G. E.
Warner, 3rd February—London 2nd
December, General.—Jardine, Mathe-
son & Co.

CHINA, Austrian str., 3,871, Farabochia,
3rd February—Shanghai 30th Janu-
ary, General.—Sander, Wieler & Co.

KAISERIN ELISABETH, Austrian cruiser,
4,000, R. Makoviz, 2nd February—
Fuchow 31st January.

BENVENUE, British str., 3,223, R. Kroble,
31st January—London 13th December,
General.—Gibb, Livingston & Co.

BOMBAY MARU, Japanese str., 3,398, M.
Tomawa, 31st January—Singapore
21st January, General.—Nippon
Yusen Kaisha.

BORNEO, German str., 1,344, J. Koehler,
27th January—Sandakan 22nd Janu-
ary, Timber and General.—Melchers
& Co.

CHINKIANG, British str., 1,250, G. R.
Ainslie, 27th January—Bangkok 18th
January, Rice.—Butterfield & Swire.

CHIRISHING, British str., 1,169, E. W.
Schenk, 27th January—Manila 24th
January, General.—Jardine, Mathe-
son & Co.

CHOISING, German str., 1,021, Minkwitz,
30th January—Bangkok 22nd Janu-
ary, Rice.—Butterfield & Swire.

CHOWTAL, German str., 1,115, E. Gathe-
mann, 30th January—Bangkok 22nd
January, Rice.—Butterfield & Swire.

CLARA JENSEN, German str., 1,103, J. Ben-
dixson, 1st February—Bangkok 23rd
January, Rice.—Order.

EMPEROR OF ASIA, British str., 8,883, S.
Robinson, 22nd January—Vancouver
3rd January, Mail and General.—
Canadian Pacific Railway.

EMPEROR OF INDIA, British str., 6,000, F.
L. Davidson, 10th January—Vancouver
20th December, General.—C. P. R.
Co.

FAUSANG, British str., 1,467, Malkin, 30th
January—Saigon 26th January, Rice.
—Jardine, Matheson & Co.

FEICHING, Chinese str., 979, A. A. Craw-
ford, 20th January—Shanghai 25th
January, General.—Chinese.

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	From	Sailing
PERIA	9.00	SATURDAY, 7th Feb., at Noon.
KORFA	18.00	TUESDAY, 24th Feb., at 1 P.M.
SIBERIA	18.00	TUESDAY, 3rd Mar., at 1 P.M.
CHINA	18.00	SATURDAY, 14th Mar., at Noon.
MANCHURIA	27.00	SATURDAY, 21st Mar., at 1 P.M.
NILE	11.00	TUESDAY, 31st Mar., at Noon.
MONGOLIA	27.00	SATURDAY, 11th Apr., at 1 P.M.

S.S. "CHINA" S.S. "NILE" and S.S. "PERIA" will proceed to Manila and hence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
14th Mar.	CHINA	16th Mar.	12th Feb.
31st Mar.	NILE	2nd Apr.	KOREA
28th Apr.	PERIA	30th Apr.	SIBERIA
27th May	CHINA	29th May	CHINA
			MANCHURIA

FOR FREIGHT OR PASSAGE, APPLY TO—

R. O. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE NO. 141. Panama-Pacific International Exposition—San Francisco—1915.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Thursday, 5th Feb., Noon.
SHANGHAI, KOBE and MOJI	"LAISANG"	Friday, 6th Feb., D'light.
MANILA	"TUENSANG"	Saturday, 7th Feb., 2 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 8th Feb., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 10th Feb., 2 P.M.
MOJI & KOBE	"FOKSANG"	Tuesday, 10th Feb., D'light.
TIENSIN	"CHIPSING"	Tuesday, 10th Feb., D'light.
SINGAPORE, PENANG & CALCUTTA	"LOVAT"	Saturday, 14th Feb., 2 P.M.
MANILA	"LOONGSANG"	Saturday, 14th Feb., 2 P.M.

FOR THE MANILA CARNIVAL—February, 7th to 15th 1914.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 31st January and 7th February, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN.

The Steamers "Kuremaru", "Nagasaki" and "Lamara" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kuremaru", "Kuremaru", "Lovat", "Yasashiki" and "Suisan" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo through Bills of Lading to Y-tsu, Chiofoo, T'sin, Dalay, W'wei, T'au and N'ohwang. Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

Hongkong, 5th February, 1914.

GENERAL MANAGERS.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, "PEKING"		6,500	About 21st March.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON & Co.,

32]

YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

For	STEAMER	To SAIL
SHANGHAI, KOBE and MOJI	"NERA"	On 9th February.
YOKOHAMA	"AUSTRALIEN"	On 23rd February.
MARSEILLES VIA PORTS	"CORDILLERE"	On 10th February.
	"MAGELLAN"	On 24th February.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to—

S. C. de BUSSIERE, ACTING AGENT,

2]

QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong:	Connecting with "SURAT"	From COLOMBO:
29th February		17th March.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong	"SALAMIS"	About 14th March.
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FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

33]

MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 5th FEB., 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

FRIDAY, 6th FEB., 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
10 p.m. KINSHAN.	5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 8th FEBRUARY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B. The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:

SALOON Single \$3, Return \$5. 1st CLASS Single \$1.50, Return \$2. 2nd CLASS Single \$1, Return \$1.50. Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUI TAI, Tons 1,651.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 457 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	P.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 11th Feb., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 21st Feb., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NOBDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light. Fans in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 3rd February, 1914. PHILIPPINES S.S. Co. [7]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	SATURDAY, 21st Feb., at 1 P.M.
"PACAMA MARU"	J. Kato	WEDDAY, 4th Mar., at 1 P.M.
"SEATTLE MARU"	T. Saito	SATURDAY, 21st Mar., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	
"CHICAGO MARU"	I. Goto	
"CANADA MARU"	H. Yamamoto	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

† Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted room for carrying SUI, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Hori	FRIDAY, 13th Feb., a.m.
"JAVA MARU"	T. Yamaguchi	
"SAIGON MARU"	T. Takemura	
"ANNAN MARU"		

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WEDDAY, 11th Feb., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Murakami	SUNDAY, 8th Feb., at 10 A.M.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Boon Yip Wharf (near the Harbour Office, Frigate Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

NIPPON YUSEN KAISHA

THE JAPANESE MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. Copp	16,000	WEDDAY, 11th Feb., at 10 A.M.
	IYO MARU Capt. Hirase	12,500	WEDDAY, 25th Feb., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	S. TAMBA MARU Capt. Toranaka	12,500	TUESDAY, 10th Feb., at Noon.
	S. AKI MARU Capt. Noma	12,500	TUESDAY, 24th Feb., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takeda	9,600	WEDDAY, 11th Feb., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	WEDDAY, 11th Mar., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	KIRIN MARU Capt. Nakamura	5,000	SATURDAY, 7th February.
BOMBAY via SINGAPORE, and COLOMBO	TOTTORI MARU Capt. Mosses	12,000	SATURDAY, 7th February.
KOBE and YOKOHAMA	KATORI MARU Capt. Mural	20,000	THURSDAY, 12th Feb., at 11 A.M.
SHANGHAI and KOBE	KAMAKURA MARU Capt. Hori	12,500	FRIDAY, 6th February.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,300	WEDDAY, 11th Feb., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. Nomura	12,000	FRIDAY, 13th February.

Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON-1914.

STEAMER	TONS	SAILS	WEDNESDAY
KITANO MARU	16,000	"	11th February.
IYO	12,500	"	25th February.
KIRIN	16,000	"	11th March.
KATORI	20,000	"	5th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

STEAMER	TONS	SAILS	TUESDAY
TAMBA MARU	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241

8-9-10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSHALL	PLYMOUTH (1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Feb. 5	CHINA	Feb. 10	Feb. 14	MALJOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MALMOIRA	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAYIA	Apr. 10	Apr. 15
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—

	1st Saloon	"A"	Accommodation	Single	Return	LONDON
		"B"	"	"	"	
1st Saloon	"A"	"	"	"	"	

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE, NILE and YOKOHAMA	Capt. H. Powell	About 9th Feb.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. Goldwell	About 13th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	CHINA Capt. C. H. S. Toque, R.N.R.	Noon, 14th Feb.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSSEILLES	NYANZA Capt. K. Jenkins	About 18th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th February, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 5th Feb. 4 P.M.
SHANGHAI & TSINGTAU	"KANCHOW"	On 7th Feb. 10 A.M.
SHANGHAI	"SUNGKANG"	On 8th Feb. 10 A.M.
SHANGHAI	"LIANGCHOW"	On 10th Feb. 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th Feb. 4 P.M.
SHANGHAI and TSINGTAU	"FENGTIEN"	On 12th Feb. 4 P.M.
SHANGHAI and TSINGTAU	"CHENAN"	On 14th Feb. 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTIAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TIAN." Excellent Saloon accommodation, Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TIAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 4th February, 1914. TELEPHONE 36. AGENTS. [5]

HAMBURG - AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.).
S.S. SPEZIA 7th Feb.	S.S. SAXONIA 7th Feb.
S.S. SAXONIA 7th Feb.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA 24th Feb.	S.S. ANDALUSIA 8th Feb.
S.S. ASSYRIA 3rd Mar.	FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. SUEDEMARK 20th Mar.	S.S. PREUSSEN 13th Feb.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. J.D. ALGERS 24th Feb.
	FOR MARSEILLES, HAMBURG & BREMEN:
	S.S. SUEVIA 2nd Mar.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. SITHONIA 6th Mar.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office [6]

Hongkong, 3th January, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 15 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 6th Feb., at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	TUESDAY, 10th Feb., at 11 A.M.
"HAIHAN"	Capt. J. S. Roach	FRIDAY, 13th Feb., at 11 A.M.

For SWATOW AND RETURN
(Occupying 3 Days)

"HAIMUN"	Capt. J. W. Evans	THURSDAY, 5th Feb., at 11 A.M.
		SUNDAY, 8th Feb., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LIPRAIK & Co.,
General Managers.

Hongkong, 5th February, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	To-day	On 27th Feb., 10 A.M.
ST. ALBANS	21st February	On 20th Mar., 10 A.M.
EASTERN	14th March	On 9th Apr., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	FRI., 13th Feb.
CHIYO MARU	22,000—21 knots	SATUR., 7th Mar.
TENYO MARU	22,000—21 knots	SATUR., 4th Apr.
* NIPPON MARU	11,000—18 knots	WED. DAY, 8th Apr.

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10.	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.		£96.10.
" " " SAN FRANCISCO	£45.		£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
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For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE. MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK and COMFORTABLE WAY of TRAVEL FROM JAPAN, CHINA, PHILIPPINES and the FAR EAST, via HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every State-room, Brass Beds, Porcelain Bath-tubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

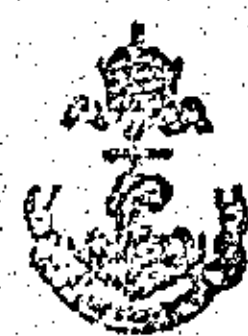
The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT

46] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY EAST SERVICE TO TRIESTE (VENICE).
via SINGAPORE, PENANG, COLOMBO, ADEY, SUZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th February, at 4 P.M.
Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via STRAITS (CALCUTTA), COLOMBO, ADEY, SUZ and PORT SAID.
S.S. "CHINA," 11,200 tons, will leave as above about 5th February.
S.S. "VOEWAGTE," 12,900 tons, will leave as above about 3rd March.
These Steamers are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £23.15, II £21.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £21.15, II £19.15.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.15, II £19.15.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £21.15, II £19.15.
TO SHANGHAI
S.S. "AFRICA," 8,940 tons, will leave as above on 4th March, at 6 A.M.
FARES: Hongkong-Shanghai, 26 1st, £4 2nd, £3 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., AGENTS,
Hongkong, 2nd February, 1914
Princes' Building. [43]

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. A. Aulborn	17,300	Wednesday, 18th Feb., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER" Capt. F. Prussch	17,000	About Thursday, 5th Feb.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. C. J. J. J.	6,100	Saturday, 21st Feb., at 10 A.M.
KOBE	"COLENZ" Capt. L. Kluckert	6,750	Wednesday, 4th Feb., at 9 A.M.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. K. K.	5,000	Sunday, 8th Mar., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

[3]

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 18TH
"GOEBEN"	17,300 TONS	ON FEBRUARY 18TH
* "DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,600	ON MARCH 31ST.
"YORCK"	17,000	ON APRIL 15TH.
* "PRINCESS ALICE"	20,200	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken).

NO SURTAX ON PASSAGE FARES.

EARLY BOOKING RECOMMENDED. [48]

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	about 1914	HOMeward.
Steamship	1914	FOR MARSEILLES, DUNKIRK, ROTTERDAM AND BREMEN/HAMBURG:
"MARK"	5th Feb.	S.S. "MARK" about 10th March.
"GOETTINGEN"	16th Feb.	FOR HAVRE, EMDEN and HAMBURG/BREMEN:
		S.S. "GOETTINGEN" about 28th March.
"TUEBINGEN"	2nd March.	FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG:
		S.S. "TUEBINGEN" about 18th April.
"GERNIS"	16th March.	FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN:
		S.S. "GERNIS" about 5th May.
" "	30th March.	FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
		S.S. " " about 16th May.
" "	13th April.	FOR HAVRE, EMDEN and HAMBURG/BREMEN:
		S.S. " " about 1st June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO.

Hongkong, 29th January, 1914.

GENERAL AGENTS.

[118]

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"		7th Feb., 1914.
"CHANGSHA"	11th Mar.	25th Mar., "

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,
Hongkong, 26th January, 1914. TELEPHONE No. 36. AGENTS. [1207]

ON SALE.

ON SALE!

A TABLE OF THE

RATES OF EXCHANGE
AT HONGKONG

FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.
On Paper 25 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 7th January, 1914.

DEMAND DRAFTS ON HOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mails to the Free Coinage of
Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.
PRICE: 81 Cash.

On Sale at the "Daily Press" Office at
Local Bookellers.



OBTAINABLE FROM
THE SINCERE CO., LTD.

SUB-AGENT FOR HONGKONG.

Hongkong, 2nd February, 1914.

SONDEREGGER & CO., HERISAU.

SWISS EMBROIDERIES
EMBROIDERED HALF-FINISHED DRESSES IN COTTON,
WOOL AND SILK, FOR LADIES AND CHILDREN,
EMBROIDERED LACES, EMBROIDERED HANDKERCHIEFS.

Please apply for illustrated Catalogues, giving prices franco
China ports to:

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 2nd February, 1914.

CH. WEISS, TROSSINGEN

MANUFACTURER OF

MOUTH ORGANS.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 2nd February, 1914.

POST OFFICE NOTICE.

The *Dorffinger*, with the GERMAN MAIL, left Singapore on Saturday, 31st ult., at 6 p.m., and is due to arrive here to-day.

The *Empress of Japan*, with the CANADIAN MAIL, AND MAIL FROM LONDON (via Siberia) of Saturday, the 17th ult., left Shanghai on Tuesday, the 3rd inst., at 2 p.m., and is due to arrive here to-morrow, at 7 a.m.

FOR

*Japan via *Nagasaki ...
*Hohow and Pakhoi ...
*Straits and India via Calcutta ...
*Swatow and *Bangkok ...

†Mails for Amoy, Ningbo and Takao forwarded by the *Haimun* will be despatched from Swatow to their destination by the *Sechu Maru*.

*Shanghai and *North China ...
*Hohow, Haiphong, *Pakhoi, and *Saigon ...

SHANGHAI NORTH CHINA, JAPAN via ...
NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via ...

[To make connection with the *Daly* steamer leaving Shanghai on Monday, the 9th inst., at 10 a.m.]

*Shanghai, *North China, and *Japan via *Kobe ...
*Shanghai and *North China ...

SHANGHAI NORTH CHINA, JAPAN via ...
via KOBÉ via SIBERIA ...

[To make connection with the *Daly* steamer leaving Shanghai on Monday, 9th inst., at 10 a.m.]

Swatow, Amoy and Foochow ...
Saigon ...

*Japan via *Kobe ...
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin ...

Japan via Kobe ...

PHILIPPINE ISLANDS, JAPAN via ...
NAGASAKI, HONOLULU, UNITED STATES, and SOUTH AMERICA, *CANADA via SAN FRANCISCO ...

Bangkok ...
Philippine Islands ...

SHANGHAI NORTH CHINA, JAPAN via ...
SAIGON, STRAITS, CEYLON, ADELPHIDE, WESTERN AUSTRALIA, INDI, ADELPHIDE, and EUROPE via MAELSEILLES (Lake Letters 11 to NOON Extra postage 10 cents).

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai and North China ...
Straits and Ceylon ...

SHANGHAI NORTH CHINA, JAPAN via ...
NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via SAN FRANCISCO ...

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

February 4th.

ON LONDON:—
Telegraphic Transfer ... 110 1/2
Bank Bills, on demand ... 111 1/2
Bank Bills, at 30 days sight ... 111 1/2
Bank Bills, at 60 days sight ... 111 1/2
Credits, at 4 months sight ... 111 1/2
Documentary bills, at 4 months sight ... 111 1/2

ON PARIS:—
Bank Bills, on demand ... 241
Credits, at 4 months sight ... 246
ON GERMANY:—
On demand ... 196
ON NEW YORK:—
Bank Bills, on demand ... 46 1/2
Credits, at 60 days sight ... 47 1/2

ON BOMBAY:—
Telegraphic Transfer ... 142 1/2
Bank, on demand ... 142 1/2
ON CALCUTTA:—
Telegraphic Transfer ... 142 1/2
Bank, on demand ... 142 1/2

ON SHANGHAI:—
Bank, at sight ... 73 1/2
Private, 30 days sight ... 74 1/2
ON YOKOHAMA:—
On demand—Pesos ... 94 1/2
ON MANILA:—
On demand ... 81 1/2
ON SINGAPORE:—
On demand ... 115 1/2
ON BATAVIA:—
On demand ... 1 1/2 pm
ON HONGKONG:—
On demand ... 80 1/2
ON BANGKOK:—
On demand ... 80 1/2
ON SOERABAYA:—
Bank's Buying Rate ... 810.40
GOLD LEAF, 100 fine, per tael ... 865.00
BAR SILVER, per oz. ... 26 1/2

SUBSIDIARY COINS.

Chinese ... 20 cents pieces ... \$11.92 discount.
Chinese ... 10 " ... \$12.20
Hongkong ... 20 " ... \$ 6.50
Hongkong ... 10 " ... \$ 8.76

MAILS VIA SIBERIA.

January 16th. January 31st.
January 17th. February 2nd.

SHARE LIST.—QUOTATIONS.

HONGKONG, 4TH FEBRUARY, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$810, buyers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$11, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2, sellers	
China Provision, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$9, buyers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 138, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$8, buyers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$29 1/2, buyers	
DOCKS AND WHARVES.—					
H.K. & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$88	5 p.c.
H.K. & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$76, sal. & buy.	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8 1/2	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 56	
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 106, buyers	
Green Island Cement Co., Limited	400,000	\$10	all	\$6 1/2, buyers	
Hongkong Electric Co., Limited	80,000	\$10	all	\$47, sellers	4 p.c.
Hongkong Hotel Company Limited	12,000	\$50	all	\$82, buyers	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	P. 10	all	P. 10, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$190, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$23, buyers	9 1/2 p.c.
H.K. & South China Steamship Co., Ltd.	15,000	\$6	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	7/6, sales	
INSURANCE.—					
Union Insurance Office Co., Limited	10,000	\$250	\$50	\$321, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$160, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$385, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 135, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$332 1/2, buyers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	14,000	\$100	\$50	\$192 1/2, buyers	
LANDS AND BUILDINGS.—					
H.K. Land Investment Agency Co., Ltd.	50,000	\$10	all	\$110, buyers	6 1/2 p.c.
H.K. Land Investment Agency Co., Ltd.	25,000	\$10	all	\$75	
Hongkong Land Reclamation Co., Ltd.	150,000	\$10	all	\$9.10, sellers	5 1/2 p.c.
Hampshire Estate and Finance Co., Ltd.	6,000	\$50	\$30	\$45, buyers	7 p.c.
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	Tls. 91	
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$66, buyers	5 1/2 p.c.
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 31, buyers	
MANUFACTURING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$2	all	38/-, buy, 38/6	
Heavood Tin and Rubber Estate, Ltd.	82,000	\$2	all	2/4 1/2, buyers	
Rauk Australian Gold Mining Co., Ltd.	200,000	\$2	all	\$3, sellers	
Tronon Mines, Limited	160,000	\$2	all	44/-	
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$0.95, sellers	
Pulp and Paper Co. of the Tonkin Society	13,200	\$10	all	\$5	
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$94, buyers	3 p.c.
Leeson Sugar Refining Co., Limited	7,000	\$100	all	\$31, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sellers	
Douglas Steamship Co., Limited	30,000	\$50	all	\$31, buyers	5 p.c.
H.K. & Canton & Mexico S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, buyers	7 1/2 p.c.
Ludo-China Steam Navigation Co., Ltd.	50,000 pref.	\$5	all	\$7 1/2, L'don. sal.	
Shell Transport & Trading Co., Ltd.	50,000 def.	\$2	all	\$27.15/-	
Star Ferry Company, Limited	2,500,000	\$1	all	105/3, buyers	6 p.c.
South China Morning Post, Limited	40,000	\$10	all	\$47 1/2, buyers	5 1/2 p.c.
Steam Laundry Company, Limited	6,000	\$25	all	\$20	
STONES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$9, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$2, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$2, buyers	5 1/2 p.c.

Para Rubber in London ... 3/1 per lb.

Loans. Amount. Value. Interest. Quotation.
Chinese Imperial 1890 Tls. 787,200. Tls. 250 1/2 p. annum. Par.

PASSED THE CANAL.
December 23rd—*Atrous, Kasama, Deike*
December 30th—*Mainan, Nubia, Sava*

January 6th—*Specta, Sunda*
January 9th—*Volentia*
January 13th—*Benlomond, Denbigh*
January 16th—*Atholl, Austria, Brasilia*
January 19th—*Sacken*
January 20th—*Ambria, Istria, Perseus*
January 23rd—*Nippon, Scandia, Alt*
January 27th—*Benalder, Glenlogan*
January 30th—*Altsuta Maru, Australia*
January 31st—*Buelow, Kamo Maru, Kina*

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.
Giving all the Important Towns en route from CANTON TO WUCHOW.
Hongkong, 5th April, 1913.

Would Smoke Your
Famous Glasgow Mixture
They would find it
Very Satisfying to
The Flavor in it
On Sale at all
Stores to which
Sufficiently
Such as the following
E. Ray



"The MAN with the PIPE."

SMITH'S

GLASGOW MIXTURE

THE TOBACCO FOR COLFERS.

SOLD EVERYWHERE.

A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND
DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK.



Preserved only by the process of Sterilization, NOT CONDENSED.
Obtainable at all Stores packed in two sizes.

[27-1]

BOLS

FINE OLD GENEVA & LIQUEURS

QUALITY NEVER VARIES.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

6, QUEEN'S ROAD CENTRAL, HONGKONG.

TELEPHONE No. 135.

[35-1]

TO-MORROW
3 p.m.—Oriental Printing Co., Ltd., Meeting
of the Creditors at the Office of Mr. R. C.
Faithfull.

FORTHCOMING EVENTS.

Saturday, 7th Feb.—
Noon—Union Waterboat Co., Ltd., Meeting
of Shareholders at Dodwell & Co., Ltd.'s
Office.
9.15 p.m.—Philharmonic Concert at the
Theatre Royal.
Tuesday, 10th Feb.—
Noon—Hongkong, Canton and Mexico Steam-
boat Co., Ltd., Meeting of Shareholders at
the Hongkong Hotel.
Noon—Hongkong and Shanghai Banking
Corporation Meeting of Shareholders at
the City Hall.
Monday, 16th Feb.—
11.30 a.m.—Hampshire Estate and Finance
Co., Ltd., Meeting of Shareholders at the
Hongkong Hotel.
Noon—Hongkong and Shanghai Banking
Corporation Meeting of Shareholders at
the City Hall.
Monday, 16th Feb.—
Hongkong Race Meeting—1st Day.
9.15 p.m.—The Maud Allan and Cherniavsky
Co. at the Theatre Royal.
Tuesday, 17th Feb.—
Hongkong Race Meeting—2nd Day.
9.15 p.m.—The Maud Allan and Cherniavsky
Co. at the Theatre Royal.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press)

Published daily

is the oldest and most influential the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

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Indo-China etc.

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Central, Hongkong, 131, Fleet Street, London,

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Documents translated from or into Classical

or Colloquial Chinese.

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